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THE GALTS

FATHER and SON

*Pioneers in the Development of
Southern Alberta*

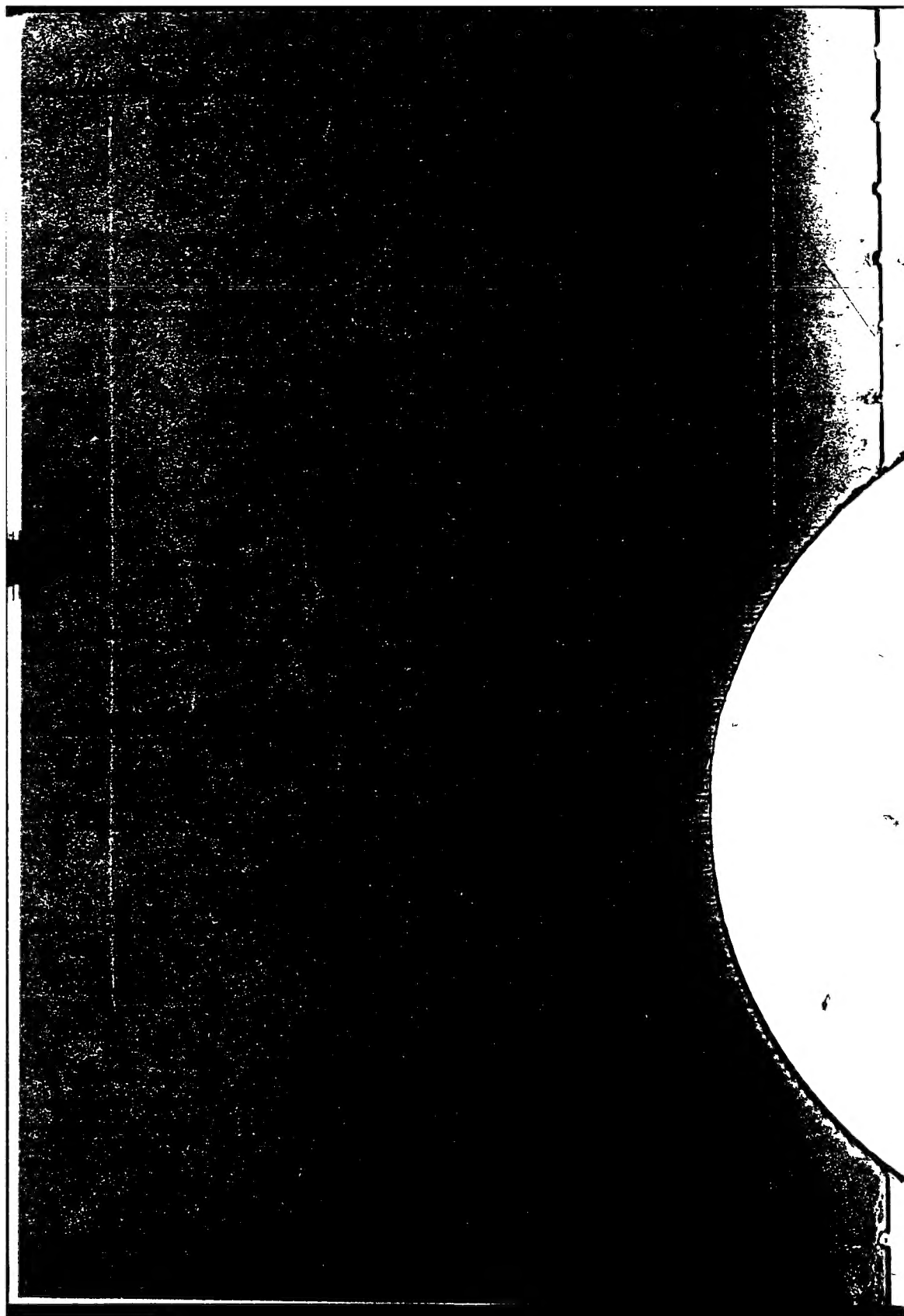
and

How Alberta Grew Up

*Brief Outline of Development in the
Lethbridge District*

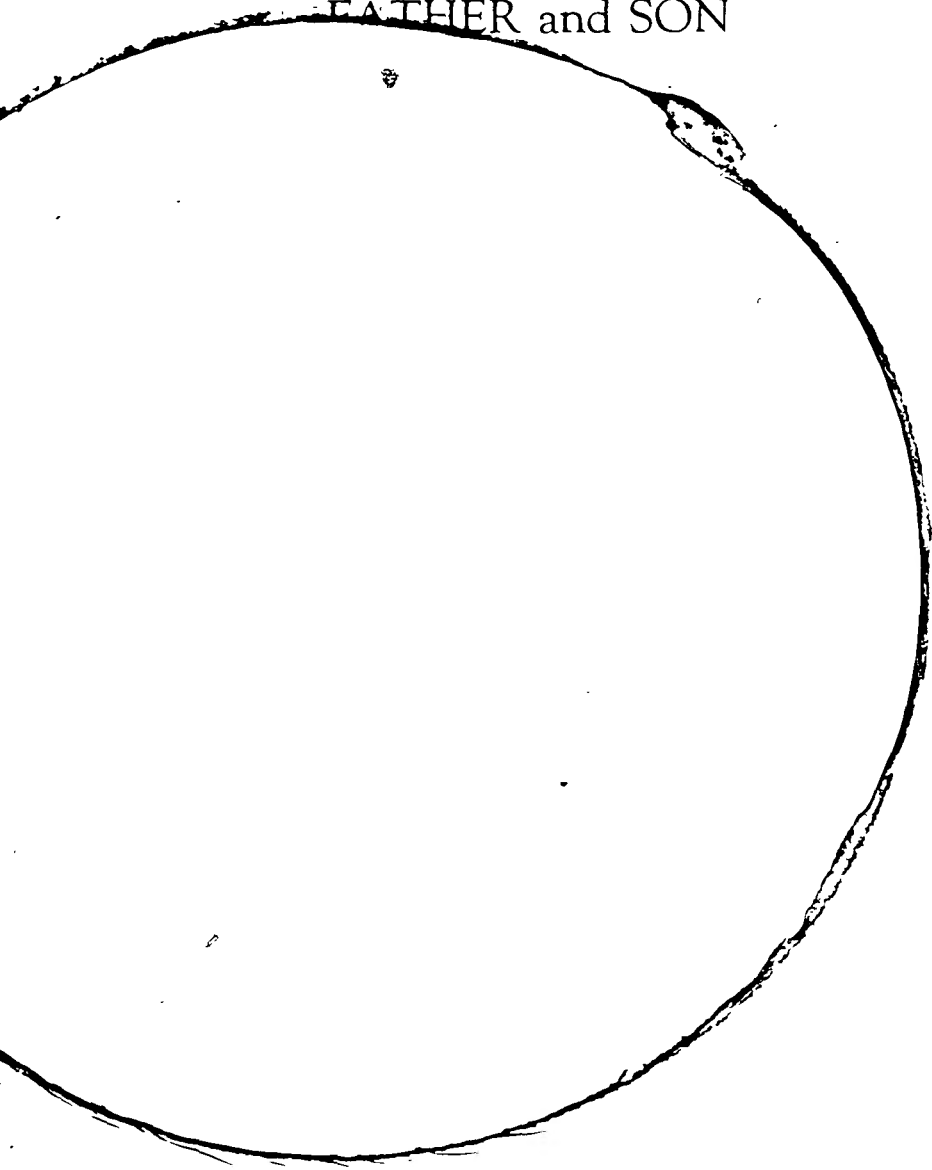
— BY —

C. A. MAGRATH



THE GALTS

FATHER and SON

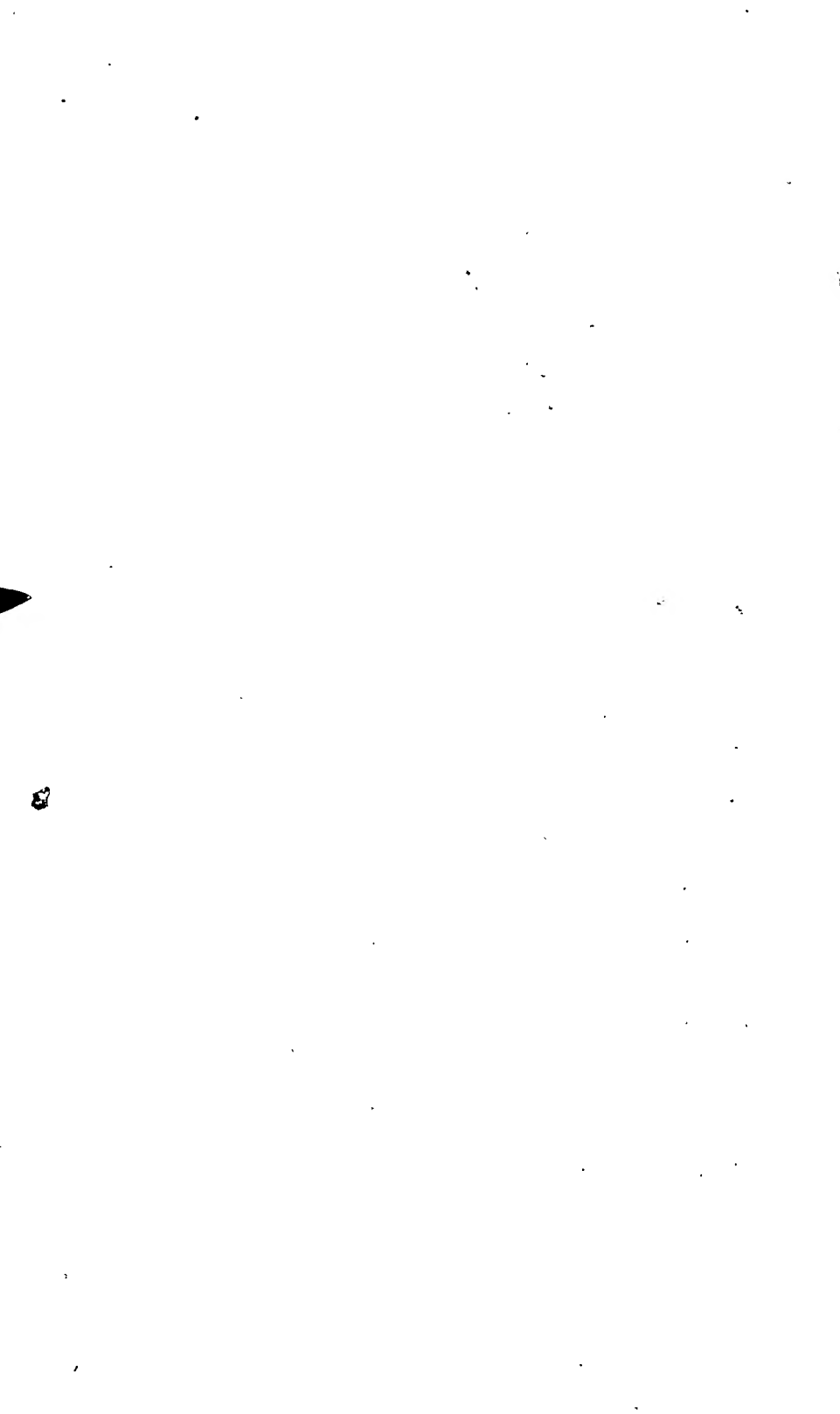


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PRINTED BY
THE LETHBRIDGE (ALBERTA) HERALD



ELLIOTT T. GALT



FOREWORD

NO other name has been as much associated with the opening up and settlement of now thriving and progressive areas in different parts of Canada as that of Galt. Sherbrooke in the Eastern Townships of Quebec, Guelph, Galt and Goderich in Ontario, know the part men bearing this name have played in bringing them into being. The same can be said of Lethbridge, Alberta.

In July 1935, the City of Lethbridge in the southern part of the Province of Alberta, celebrated its Golden Jubilee. It was founded by Sir Alexander T. Galt, one of the Fathers of Confederation, and his son, Elliott Torrance Galt directed the enterprises that opened up Southern Alberta and eventually led to Lethbridge becoming the third City in the Province.

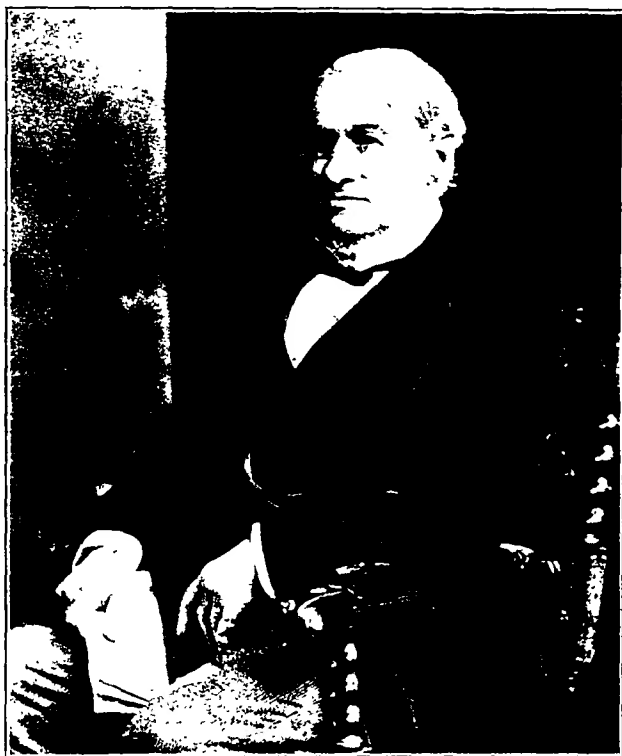
At the time of the Jubilee celebration I felt, as publisher of the Lethbridge Herald, that in the production of a special number to commemorate the occasion, there was no man better informed on the history of Lethbridge and district, or better acquainted with the part the Galts played in that history, than Charles A. Magrath, first Mayor of Lethbridge and former member of the House of Commons, and later holding high positions in important public bodies. I turned to him and asked him to provide two sketches - one on E. T. Galt and the other a gathering together of some of his reminiscences of Western Canada, and particularly Southern Alberta. These articles gave the number a distinction that it might not otherwise have possessed.

It is with the desire to preserve the information that was contained in these contributions that Mr. Magrath has been persuaded to have them reprinted and issued in pamphlet form. What is recorded in the pages to follow, brings into focus two names whose part in the development of Southern Alberta has never been properly appreciated. As time goes on Elliott Galt is coming to be recognized as the man who had vision to create conditions in Southern Alberta that make it possible to prophesy that it may take its place in the not far distant future as the richest agricultural area in Western Canada. Mr. Magrath co-operated with him, he had vision also. Alberta owes much to these two men, and when its history comes to be written their names will stand high on the scroll of its builders.

Lethbridge, Alberta

W. A. BUCHANAN





SIR ALEXANDER TILLOCH GALT, G.C.M.G.,
one of the Fathers of Confederation.



Elliott Torrance Galt

IN OCTOBER 1912 my old associate P. L. Ingham wrote me from Calgary, urging that I should bring together some details regarding Mr. Galt's activities in our own West. He added: "No one knows the situation better than you and I believe it is a duty you owe the country to get this material together as, in my judgment, Elliott Galt is one of the greatest of Canadians and so few appear to know it. You know and I know what he did for Southern Alberta: how he used his genius in financing the coal companies at a time when there were few indeed who had faith in this country and during a period when it was necessary to go about London on one's knees in order to get money for development work in our Northwest Territories. A new era is here likewise a new people, and they should know what Galt is and what he did for Canada West."

At the time I thought it was too close to the period in question and especially for me, a brother-in-law, to write about Elliott Galt. I have noticed at odd times in recent years that his services to the West have not been properly acknowledged, in fact I am occasionally given credit for irrigation development in Southern Alberta away beyond what I am entitled to. Hence I think it proper that I should endeavor to say something about this extraordinary man who through illness was forced to retire about 1907 and whose country thereafter was denied the benefit of his splendid attainments. He died in April 1925 in the city of New York and was buried in Montreal.

Sir Alexander Galt gave his three sons a financial training. When Elliott Galt left school his father had arranged for him to visit certain European Capitals where he came in contact with prominent men through, I believe, the British Embassies. It is regrettable that more Canadians of wealth have not followed Sir Alexander's action in that respect. Such a training naturally must be of value. Anyway, Elliott Galt was never at a disadvantage with the most cultivated and capable men of any country. He was very retiring and possessed a fine sense of fairness.

He had the astonishing characteristic of never being known to criticize anyone, and if asked a question that should not have been asked, or one that he considered he was not justified in replying to, he had the rare capacity of having his questioner talking about something else before being aware that he had been side-tracked. I remember picking up in Atlantic City a book by Belloc on the Jews. After reading it, I sent it on to Elliott Galt and without any comments, as I had no grounds for endorsing the views of



Hilaire Belloc. Seeing the book on a shelf in his library a year or so afterwards, when talking to him, I said "Belloc was rather severe in his treatment of the Jews?" His reply was "I have known some very charming Jews in London"

As a young man he was a splendid cricketer and I understand, he had no superior in Canada as a billiard player amongst the non-professional. He went West in 1879 as assistant to the Hon. Edgar Dewdney, the then Indian Commissioner—an office he held for about two years. It was while driving through the West inspecting Indian Agencies that he saw the coal exposures at the "Coal Banks" on the Bell River, the site of the present City of Lethbridge. He took the matter up with his father, then Canadian High Commissioner in London, who with some English associates, formed the North Western Coal and Navigation Company, to develop the coal properties they had acquired from the Government, and Elliott Galt was made the first Manager.

The Company's activities at that time were not alone confined to the opening up of their mines or the building of their steamers and barges for the delivery of coal from the "Coal Banks" as soon as the Canadian Pacific Railway reached the South Saskatchewan River. The Company had entered into a contract with the Government to erect the North West Mounted Police barracks at Macleod, Medicine Hat and Maple Creek. As no lumber was obtainable in the country it erected a portable mill in the Porcupine Hills about sixty miles westerly from "Coal Banks". In order to start a mail service it undertook to run a mail stage from Medicine Hat via the "Coal Banks" to Macleod, a distance of 140 miles; which with relays of horses every thirty miles, was to be covered in twenty-four hours. All this work entailed on Elliott Galt much driving.

MONTREAL 25th December 1884

W. H. Griffin Esq.
Deputy Postmaster General
Ottawa

Sir—The Manager of the North Western Coal and Navigation Company informs that the contract for the mail service between Medicine Hat and Macleod expires 31st Decr.

As our railway will be opened by August next it seems scarcely desirable to renew the contract for a year. The Company will be prepared to continue the service from week to week at the same rate. But as the Canadian Pacific Railway only runs the train weekly from Winnipeg to Medicine Hat, it seems unnecessary to run the stage oftener.

During the severe winter months the Manager also desires your permission to extend the time allowed by law for the stage.

Begging your early reply, I am, Sir,

Yours Obedt. Hble. Servt.,

A. T. GALT,
Chairman Exec. Com'te.
N.W. C. & N. CO.

In those days the nearest railway outlet from Fort Macleod was via Butte, Montana, some 50 miles to the south. His teamster Norquay used to tell a rather amusing incident that happened on one occasion when he took him down to Butte on his way to eastern Canada.

It seems that while in a hotel in Helena, Mr. Galt drifted into the billiard room where Norquay and others were sitting about on benches watching the players. Elliott Galt, five feet in height, looking entirely out of place amongst those in from the mining camps, invited the man in charge of the tables to play with him. He at once agreed, and with an aside wink to some of his friends made clear that he intended showing "the Englishman" something about the game of billiards. The story is that Galt started and finished without a break, and from that time until he left Butte he could not get rid of his devoted admirer, the attendant.

Many years ago, a friend in the Indian Department told me of Elliott Galt's splendid capacity for disposing of departmental correspondence. In after years I fully appreciated the truth of what he said. Galt had an amazing ability for tersely treating a subject, and in the preparation of an important document, he exercised the greatest possible care. He has called me in on occasions when dealing with Canadian matters in which I was interested. He would then go over a draft of the document paragraph by paragraph, and I would be asked to offer such criticisms as occurred to me. Then he would lay the draft aside until the following day for completion. The outcome would be a model in briefness, clarity, and capacity in stating his case. This thoroughness was characteristic of everything Elliott Galt touched. He was a man of fine integrity, and possessed not only a brilliant brain but a most fertile mind.

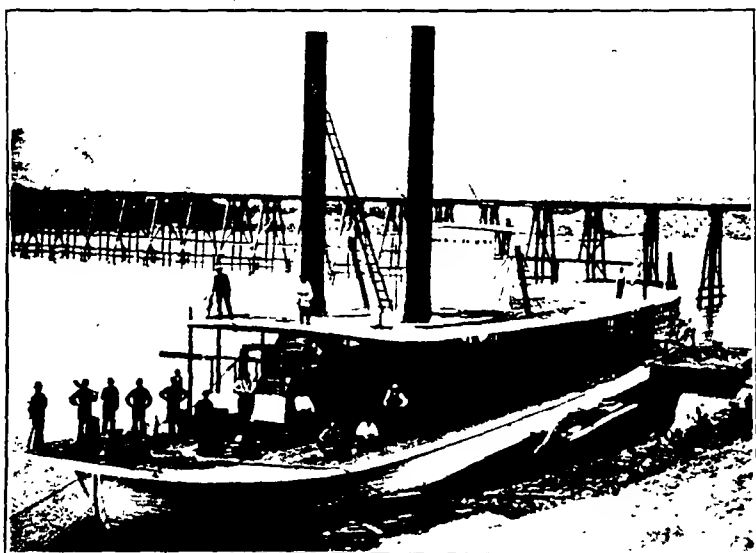
Sir Frederick Williams-Taylor, in March, 1927, referring to the fine quality of the Galts—three generations prominent in Canadian affairs, wrote: "In Elliott, himself, one finds these qualities at their best, also he is in my opinion, the greatest sahib in this our Dominion. It would never occur to Elliott Galt to do a mean or unsportsmanlike thing for there was nothing of that kind in his whole character."

The late Wallace Nesbitt, K.C., at one time a Justice of our Supreme Court, about the same time, referring to Elliott Galt, said: "He is a polished gentleman of the old school of the highest order, with a dignity of mind and of very wide reading. Perhaps I can best illustrate the appreciation I have of him by saying that if I were endeavoring to picture him to one unacquainted with his

mariners and carriage and dignity of outlook, I would say that Earl Balfour was very much like him in these respects."

In 1891 there was much enthusiasm in Eastern Canada in anticipation of Western expansion through the contract then made for the construction of a trans-continental railway by the Canadian Pacific Company. In the spring of the following year, our Dominion Government sent out scores of Surveyors to subdivide the treeless plains through which the railway was then being projected westward from Winnipeg towards Fort Calgary. It was believed that the West would move forward with great rapidity. The road reached Calgary in 1893 when the considerable expenditures of monies on the plains ceased and that expected Western expansion did not materialize for several years.

The original plan of the Galts, as the name of the Company, turned about the same time, implied, was to carry the coal down the river in barges for delivery to the Canadian Pacific Railway at Medicine Hat. Three steamers were built to bring the barges back to the mines at the "Coal Banks." The plan was quite impracticable through ignorance of the variable flow of Western streams, which carried off the mountain snows as released from time to time (especially in the early summer).

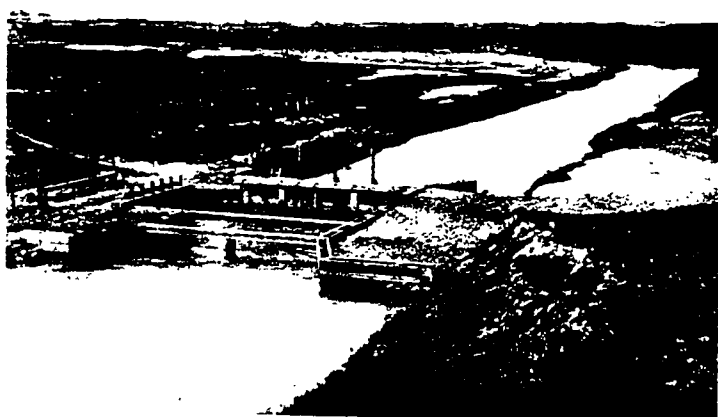


The Baroness, vessel used to carry coal down the River from Lethbridge to Medicine Hat on the C.P.R. main line.

There was practically no one in that part of the West in 1881 except the small police forces at Forts Macleod and Calgary, and little was known of the action of these Western rivers. A couple of experienced Captains operating on the Ohio River were engaged, who approved of the navigation plan. However, it soon became evident that it had to be abandoned. A narrow gauge railway, was constructed in 1885 between the town site of Lethbridge - surveyed in May of that year - and Dunmore on the C.P.R., a distance of 109 miles. This railway was opened in September by the then Governor-General, the Marquis of Lansdowne. From that time on for about ten years, the West had a very difficult time indeed. There was little or no movement of people to the country. It was not uncommon to see less than one dozen people riding on a Canadian Pacific Railway transcontinental train.

It was indeed a very strenuous period for those having the responsibility of looking after Western development corporations. Both the Galts - father and son - being engaged in work entirely in our West, had, if anything, more than their share of difficulties for some years in keeping the enterprise from going under. A. M. Nanton, later Sir Augustus, on one occasion in Montreal, told me that his partner, Sir Edmund Osler, had said that if Elliott Galt succeeded at that time in the re-arranging of his Company's obligations as he contemplated, he was certainly the equal of his father in financial matters, yet he did succeed. Elliott Galt, writing me from London in December 1900, said that the Annual Meetings of his two Companies, Alberta Railway and Coal Company and Canadian North West Irrigation Company, had passed off very well, in fact, "the first of their kind at which I have had absolutely no trouble."

In Sir Alexander's day, it became fairly evident that if the North Western Coal & Navigation Company were to remain in operation, it must obtain an enlarged market for its coal and to that end he looked to Montana. This meant another railway, and necessitated further financing. The Alberta Railway and Coal Company was the outcome, becoming the successor, towards the end of 1889, of The North Western Coal and Navigation Company. As the Montana field was being invaded, a United States Charter was obtained at the same time for the Great Falls and Canada Railway Company, and in 1890, Lethbridge was connected with Great Falls by 260 miles of railway. At a later date the gauge of this railway was standardized as was previously the road connecting Lethbridge with the Canadian Pacific Railway. Land grants were obtained from the Dominion Government for the total railway mileage within Alberta, amounting to something over one million acres.



IRRIGATION SCENES

Upper picture shows water released from irrigation canal for stock watering purposes.
 Middle picture—Main canal with control gates. Town of Magrath in background.
 Lower picture—Irrigating sugar beets at Raymond.

The small Mormon settlement that was started in 1857 on Lees Creek was quite helpful in drawing attention to the possibility of Agriculture in Southern Alberta. The pioneers in that settlement were a very fine and sturdy lot of people. Their leader, Charles Ora Card, was a splendid character, who with his associates were all eminently fitted for looking after new settlers. In that task their wives, led by that able woman Mrs. Card, were a tower of strength. The early Cardston settlers, accustomed to irrigation in Utah, were constantly drawing our attention to the importance of irrigating the territory adjacent to the foot hills of the Rockies.

Our Company started with a minimum price of \$250 per acre in 1885. The need of funds to keep the enterprise going, I believe, had much to do with causing us to lower this figure to \$100 an acre. The district was being looked over from time to time, largely by cattle men from Utah and other of the Western States, and a few sales were made for ranching purposes. Finally, Elliott Galt concluded, with the consent of his Directors, to attach to this very low figure a condition of irrigation development by the purchaser. In 1894 an option was given on some 700,000 acres on these terms and a representative of the interested group ultimately went to London to seek funds there, with which to carry out the project. It was claimed that on one occasion he had practically succeeded, when those with whom he was dealing refused to proceed further because of the difficulties of a large land investment by English interests, known as the Kaye Farms, at different points along the Canadian Pacific Railway, between Winnipeg and Calgary. This effort by private interests to float an irrigation enterprise came to naught in 1896, when it became evident to Elliott Galt that if we were to have irrigation, it must be through ourselves, and to this task he set himself.

It is but fair to say that the impetus given to irrigation development in Southern Alberta came from Clifford Sifton, later Sir Clifford, then Minister of the Interior. In the early summer of 1897, I met him for the first time in his office in Ottawa. We were speaking about Alberta when I said I had practically decided to go further west into British Columbia. He asked what was wrong and my reply was that one might have a few million dollars invested in ranch cattle and all the wealth locally distributed would be the small amount necessary for the upkeep of a few cowboys. I added that--which the few then in Southern Alberta were urging--Southern Alberta needs irrigation, and to my amazement he said "Why do you not irrigate it?" I at once asked in what way could we expect assistance from the Government? He did not say, "I will discuss it in Council, or the Government will favorably consider



it," but instantly replied: "What do you want the Government to do?" It was such an unusual attitude for any member of a Government to take, especially in those days, that I was completely taken aback. Suddenly it occurred to me that we owed the Government about \$3000 on account of the ten cent per acre survey dues on our railway land grant and I said: "Refund us our survey dues." Mr. Sifton promptly replied: "Yes, I will do that and a great deal more if your people mean business."

Shortly after this interesting interview, I met Elliott Galt and told him about it. He at once said: "If Mr. Sifton will give us his support I will find the funds with which to carry through an irrigation project." It was not so much the amount of the aid that was appreciated, as the evidence of our Government's endorsement of the project and which would be very helpful in financing it.

The Galts understood that fundamental principle of colonization, namely, the necessity of supplying some kind of temporary employment for the newcomers that would yield a livelihood until their lands became productive. Hence, Elliott Galt's idea was to tie up irrigation canal construction with land settlement and to that end we approached, with the whole-hearted support of their Canadian branch, the heads of the Mormon Church in Utah in the late summer of that year (1897) hoping to work out the basis of a contract with them for the construction of the first section of our proposed canal by settlers brought into the country under their control.

The gentlemen we were dealing with were sympathetic from the first solely for the purpose of giving opportunities to their people to establish themselves on highly productive land in Canada. Finally, in October we had reached the understanding that they would enter into a contract with us, the main feature being that the newcomers would accept payment for their canal work half in cash and the balance in land at \$300 per acre.

Our next step was to have our properties examined by a leading irrigation Engineer. We at once secured George G. Anderson from Colorado, who made a rapid reconnaissance survey in November. With his very encouraging report, Elliott Galt took up the matter with Mr. Sifton, who promptly arranged for a rebate of the land survey dues, whereupon he proceeded to London and in the early part of 1898 made his arrangements for the carrying out of an irrigation undertaking.

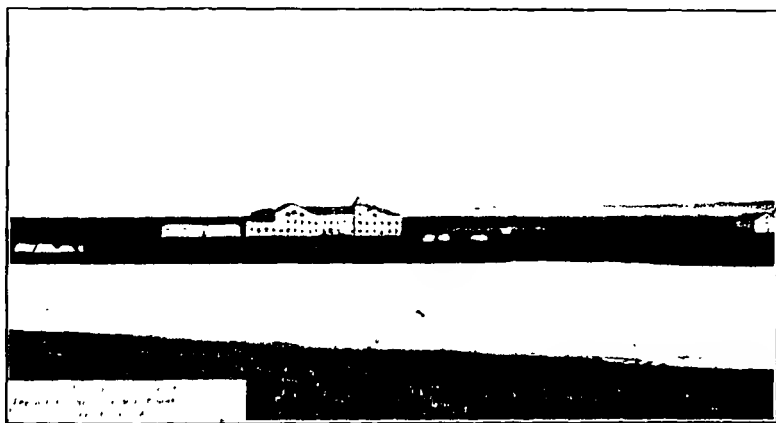
In midsummer of that year, the contract with the heads of the Mormon Church was completed with the Alberta Irrigation Company, its charter having been obtained by Sir Alexander in 1893.

This Company was reorganized in 1899 as the Canadian North West Irrigation Company. One of the results of the above-mentioned contract was the establishment of the towns of Stirling and Magrath. It is very gratifying to add that our relations with our contractors were always most cordial and satisfactory.

At a later date, 1901, an arrangement was made with Mr. Jesse Knight by which he undertook to build a sugar factory, conditional upon obtaining from us a certain interest in some 60,000 acres of land in the neighborhood of the present town of Raymond and the option to buy 200,000 acres of our range lands at \$2.00 per acre: all on the understanding that the factory was to be ready for operation in the autumn of 1903. Mr. Knight undertook to plough 3,000 acres of virgin soil during the late summer of 1901, so as to be available for sugar beet culture the second year thereafter. It was an interesting sight to see some eighty teams scattered across miles of the country engaged in this work. The town of Raymond was the outcome of that experiment.

An agreement was entered into by Lethbridge with the Irrigation Company to supply it with water for a term of years, resulting in water being delivered for the first time on September 1st, 1903. The flow of irrigation water down the streets of a Canadian town was indeed an unusual sight. The results of that innovation are to be found in the beautiful Galt Gardens and at Henderson Park as well as the fine trees now scattered throughout the city.

With the commencement of actual irrigation construction in 1905, Elliott Galt realized the necessity of railway communication



Alberta's first Sugar Factory at Raymond.

along our canal system to Cardston and organized the St. Mary River Railway Company. A narrow gauge railway was completed from Stirling to Cardston in 1902. This road was later on brought up to standard gauge and the first train to pass over it was the Governor-General's special on September 13th, 1905.

His Excellency, Lord Grev, and party had crossed the continent to the Pacific Coast and were returning to Ottawa via the Canadian Pacific Railway Company's Crow's Nest line. The Vice-Regal party arrived in Lethbridge the previous evening, and as Lord Grev had promised to visit Cardston, we started quite early the next morning, stopping at a couple of points to show his Excellency the irrigation canal where it had approached quite close to the railway. At the town of Magrath, Mr. Harker took the Vice-Regal party in wagons a mile or so to see some of the heavy canal cuts, and on their return to the railway station the school children sang for their Excellencies and as the train pulled out showered them with flowers. We found Cardston in holiday attire, the party on arrival being taken to a fine exhibition of horsemanship with some "bad actor" bronchos.

After a light lunch and a pleasant couple of hours in Cardston, we returned to Raymond where some of its citizens took us to the Beet Sugar Factory in which his Excellency was much interested. As we were nearing Lethbridge in the evening Lord Grev told Mr. Naismith and myself that it was the most interesting and enjoyable day that he had had since leaving Ottawa, in fact he was so pleased that he had Captain Newton, his Aide-de-Camp, wire Elliott Gault in Montreal about his visit to the district that was being reclaimed by irrigation and congratulated him "most heartily on the astonishing success that has resulted from your pluck and perseverance."

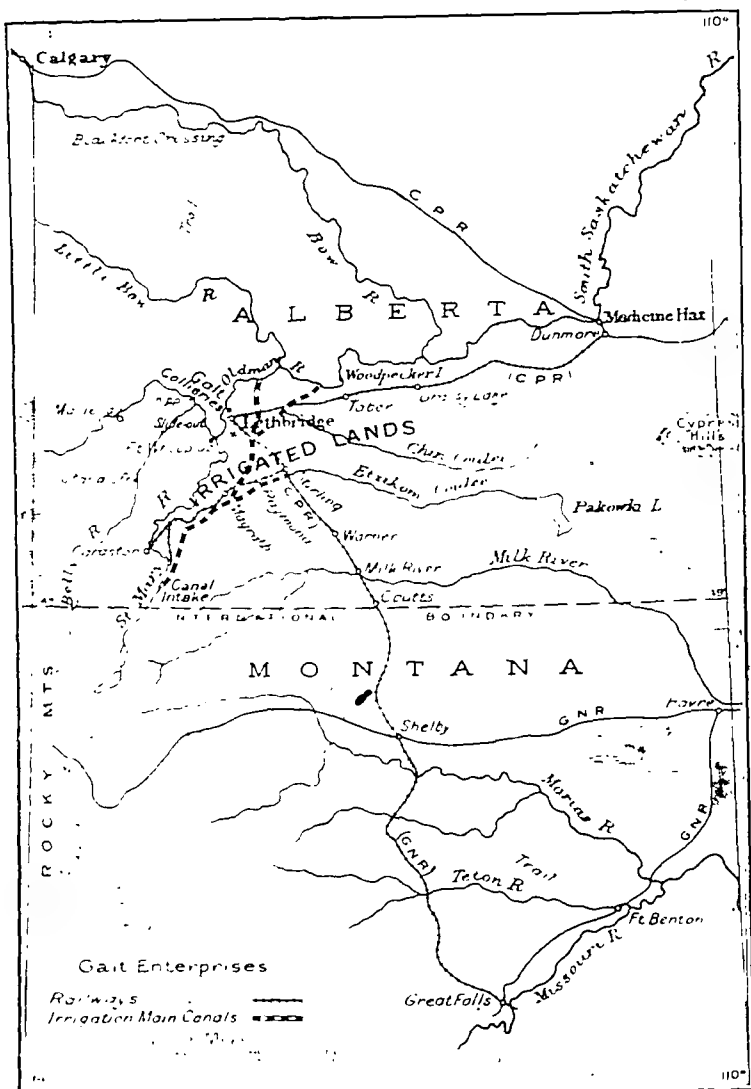
Elliott Gault appreciated the value of water in Southern Alberta and during the period that we were enlarging and extending our canals in accordance with the original plan, duly approved by the Dominion Government, he was looking into the improvement of public lands over large areas to the east of our Montana line and had surveys made to determine the possibility of obtaining an additional supply of water from the Belly River, which was to be carried over into the St. Mary River above our headgates. At the time there was some uncertainty as to the permanency of the water that had been allotted to us by the Government, owing to the possibility of its being diverted into Montana before reaching the Canadian border.

As Western conditions were rapidly improving, Elliott Galt and his associates arranged in 1904 to amalgamate the three Companies, namely the Alberta Railway and Coal Company, the Canadian North West Irrigation Company and the St. Mary River Railway Company into the Alberta Railway and Irrigation Company, with Mr. Naismith as the first General Manager. Shortly after that he succeeded in inducing some Canadian interests to become associated with the new Company.

As his health had been far from good for a couple of years previously, it became evident that he had to retire from active work. In July 1905, A. M. Nanton became Managing Director. In October 1905, Elliott Galt wrote me: "I am on my back for a long spell under treatment, and I am now clean out of work for good." He continued to be associated with the enterprise, in a more or less perfunctory way for a few years longer. The Canadian Pacific Railway Company was in control by 1905, and it is understood had acquired the entire holdings of the amalgamated companies towards the end of 1911, it previously had secured - in 1893 - the Railway between Lethbridge and its own main line. Elliott Galt, in 1901, disposed of the Great Falls and Canada Railway, being the Montana section of our southern line, to Mr. J. J. Hill of the Great Northern Railway.

An interesting sidelight of Elliott Galt's character was his abhorrence of publicity. He was a leader and not a follower. For instance, six days after war broke out in 1914, he was in London and subscribed \$50,000 for Canadian war hospital purposes. I never could understand the necessity of Robert Burns' advising his "young friend" presumably a Scot against being generously incautious in his confidences to others. Elliott Galt - a great Canadian and devotedly attached to his own country - had no other than Scottish blood in him and required no such advice from Burns. He accepted his responsibilities with the utmost seriousness and he was super-conscientious in looking after the interests of those who were associated with him.

Sir Alexander, in the early days, had to make frequent trips to London seeking additional financial aid from his associates. That difficult task fell to his son some time before his father's death in 1893. An amusing incident occurred while he was away on one of those trips. Mr. Barclay, the Manager, had evidently drawn on the Union Bank to the limit of the Company's credit and in order to temporarily find money for his monthly pay sheets, he concluded to bring gold back from Montana in payment for the coal deliveries there. Our miners, largely from abroad, were



Early Map showing the Galt enterprises in Southern Alberta

delighted to be paid in coin, all of which passed into our local bank much to its embarrassment. Finally, I understand our Manager was advised that it would be necessary to charge us what seemed to be a very heavy discount. In fact, it was a virtual refusal to accept gold - something rather interesting in these days.

Sir Alexander Galt realized the necessity of hospital accommodation for the employees of the Alberta Railway and Coal Company, and built the Galt Hospital. At a later date, Elliott Galt decided to enlarge the building. Appreciating that the time was approaching when his family could not properly look after the hospital, he invited the municipality of Lethbridge to join him in the erection of a new wing, which was opened by Sir Wilfrid Laurier on Sept. 1st, 1910, when he said:

"He was glad to know that the name of Sir Alexander Galt was connected with the hospital. As a student of Canadian history, he had early learnt the worth of that man whose name was linked with that of Sir John A. Macdonald and the other fathers of Confederation in laying the foundations of the present Dominion, and who, in that connection had earned the gratitude of a grateful people. But the work which he has done in laying the foundations of this hospital, while not generally known of outside of the city of Lethbridge, and would not therefore earn him undying fame, was yet recognized by Him who rewards the giver of a glass of water to the weary and needy.

"He congratulated Sir Alexander's son, Mr. E. T. Galt, the city of Lethbridge, and the managers of the hospital upon the example they are giving to the rest of Western Canada in the erection of the noble structure in which the sick, rich and poor, could find succor and help." (Quotation from Lethbridge Herald)

In 1913 Elliott and his brother, John Galt, transferred the property to the Municipality with an endowment fund, about \$50,000, which had been created by Sir Alexander.

The contribution of the Galt's to Western development was:

- a. The collieries at Lethbridge with a capacity of 2,500 tons of coal a day. "Galt Coal" - a domestic fuel, very generally used for nearly half a century throughout the three Prairie Provinces,
- b. 225 miles of railway lines in Southern Alberta, and 130 miles in Montana, and
- c. About 125 miles of main irrigation canal supplying a territory producing wealth if anything greater than any other equal area in Western Canada.





Rt. Hon. William Ashmead Bartlett Burdett-Coutts, M.P. for Westminster in the British House of Commons from 1885 until his death in 1921. He took an active interest with the Gálts in the Southern Alberta enterprises. In 1904 he sent the above photograph in a silver frame and cut into the silver in his own handwriting were the words reproduced at the top and the bottom.

The constituency of Westminster included the Parliament Buildings and was commonly referred to as "the heart of the British Empire."

Before street numbering was introduced Lethbridge perpetuated his name and that of his wife, the Baroness Burdett-Coutts, in the names of four thoroughfares, Ashmead Street, Bartlett Street, Burdett Street and Baroness Road. The names of the small Towns of Burdett and Coutts in Southern Alberta, also come from the same sources.

In all, the Galts formed five companies in connection with the Southern Alberta enterprises before the final amalgamation was consummated in 1914. It would have been an easy matter to obtain legislation to extend the powers of any one of these companies, thereby enabling it to proceed with the development work the others were engaged in. The trouble, however, was that some of the proprietors would not take on further financial obligations. A small group, notably among them W. A. Burdett-Coutts, M.P., loyally supported Elliott Galt throughout those trying years. Writing from London on September 27, 1935, referring to the amalgamation, he says: "The reorganization and moulding into its new form has been a great work in which Elliott Galt has shown supreme ability. It is doubly gratifying to one who has been so much in it as I have to see how he has worked the thing out of the slough and converted the great risks he and his family undertook into comparative and, I hope, permanent and growing success."

The Baroness Burdett-Coutts was familiar with the western enterprises from the first. On November 5th, 1914, she inscribed on a large picture of herself "To Mr. Elliott Galt, a valued friend and a great pioneer of the Northwest."

IRRIGATION BROUGHT TREES

A
tree-lined
Roadway
near the
City of Lethbridge



Trees, Shrubs
Flowers on the
Experimental Farm
at Lethbridge



Galt Gardens, in the business section of Lethbridge, showing War Memorial.

How Alberta Grew Up.

*Brief Outline of Development in the
Lethbridge District*

— BY —

C. A. MAGRATH

*Covering the Period from His Entry
into the North West in 1878 until His
Retirement from the Alberta Railway and
Irrigation Company in 1906. . . .*



C. A. MAGRATH



How Alberta Grew Up

"Oh' would ye hear and would ye hear
Of the windy wide North West ?
Faith, 'tis a land as green as the sea,
That rolls as far and rolls as free,
With drifts of flowers, so many there be,
Where the cattle roam and rest "

— "Moira O'Neill"

FROM MAY, 1878, when I first reached Winnipeg, to November, 1884, I spent all of the seven summers and two winters under canvas engaged in some of the foundation surveys of the West, mainly between the fourth and fifth meridians—the first year as assistant to J. S. Dennis, now Colonel Dennis—the next three as assistant to Montague Aldous, and the last three years in charge of my own party. Our survey parties usually consisted of about thirteen members, our outfit, three or four tents, small tin stoves for cold weather, and a large one for cooking purposes, thirteen carts, buckboard, and fifteen horses—one for saddle purposes. To reach Macleod or Edmonton took us about five weeks. Our mail from Ottawa to Edmonton in the winter of 1879-1880, and supposed to arrive every three weeks, was some thirty days old when it reached us. During the summer months we were much less fortunate as only two or possibly three mails reached us, when necessary to send in to a Hudson Bay Company's Post for supplies. A letter stuck in a picket beside one of the main trails would be picked up by the first half breed freighters and delivered at the next Hudson Bay Company's Post to await the first mail wagon. I mailed a letter to my mother in that way in June 1878, on the trail some ten miles west of the Humboldt Government Telegraph and Repair Station and I often regret not having asked her to preserve it.

Before the Canadian Pacific Railway had penetrated the West we either travelled westward from Winnipeg towards the setting sun across the great treeless plains to Fort Macleod, or northwestward through park-like country, more or less covered with poplar and willows, to Fort Edmonton, depending upon the location of our work, in each case about eight hundred miles through an absolutely unsettled country—in other words, an empire unfenced.

In my survey days I covered a very considerable portion of that far west, both on the plains and in the semi-wooded areas, and it

was an unusual sight to see a square yard of the prairie without a good sod covering. On the plains there was the short curly "buffalo grass," whereas in the northern part of the country the grass was several inches long and frequently mixed with wild vetches. In the spring season in that park-like country there were "drifts of flowers" whereas out on the open plains, the country "rolled as far and rolled as free," though its greenness like the sea only lasted for a very short time in the spring season. It quickly turned to yellow, but was always succulent near the roots. Reverend Pierre Andre, whom I met at Duck Lake in the spring of 1879, said he had seen on the plains practically a solid mass of buffalo as far as the eye could reach and which held up him and his associates for several days until the buffalo worked further north.

No one could deny the beauty in the spring season of the semi-wooded country with its changing colours, nevertheless, it became tedious travelling westward along the winding trail. There was never more, as a rule, than from one quarter of a mile to say a couple of miles visible ahead, due to the bluffs of poplar and willow.

How we envied Lawrence Clarke, Hudson Bay Chief Factor, whom we met one day on his way from Fort Carlton to Winnipeg. We suddenly noticed a cloud of dust on the trail ahead and presently we could discern a buckboard with two horses and about eight loose horses in the control of two half-breed riders coming toward us on the canter. They pulled out on the prairie and passed us on the lope. Mr. Clarke, sitting beside his teamster, was strapped in the buckboard and the horses were changed every six or eight miles. When he reached a Hudson Bay Post, a fresh lot of horses and drivers had to take him to the next Post. It is understood he covered 100 miles daily. We all thought he knew how to burn up mileage. There are thousands of Lawrence Clarks in that country today, who in their automobiles daily cover four times the distance he travelled, and with practically no strain.

It was not necessary to actually see the vast number of buffalo that had roamed our plains in the past, as evidences of that fact were still to be seen. Every now and again we came across the bleached bones of great numbers of buffalo, indicating the uncontrolled slaughter that had been indulged in and not by the Indians requiring food, but by the hunters greedy for their pelts. I imagine the buffalo preferred the plains to the partly wooded country because of the greater difficulty in reaching them without being seen and also the more or less continual breeze in the open country which kept down the flies.

It requires little imagination to appreciate what Pierre Andre saw, when I am reminded of the network of buffalo trails—about

one foot deep, that we crossed in our long tramp westward. These trails largely led to watering places which, apart from the rivers, were not always permanent from year to year. W. G. Conrad, of the old I. G. Baker firm and a well known cattle grower of Montana, in speaking of Southern Alberta in 1887 said "This country is one of the very choicest for grazing, and the number of buffalo trails crossing the surrounding plains shows how that animal thrived upon its grasses in the past years, from the narrow gauge railway car moving at fifteen miles an hour, I crossed and counted eighty-seven trails in five minutes, some of them worn twelve inches deep"

We cannot possibly appreciate today the vast number of wild fowl that came northward from the far south at the very earliest opportunity in the spring, and which would only leave the country with the approach of winter. In the autumn the lakes would be literally covered with duck and geese, principally the former, and occasionally a few swan. We also saw an odd flock of pelicans and sand hill cranes. They all seemed to have intelligence enough to wish to live in our northern latitude.

That high, dry atmosphere had a stimulating effect in those days as now. It brings out all the optimism in the individual, which if not carried to excess is a great asset to a people. We had to secure our office help from Eastern Canada, some of whom would leave us in a year or so and start out on their own. It was not long afterwards that an occasional one seemed ready to absorb our entire enterprise.

In that unfenced period of the West, one was unconsciously trained, so far as that is practicable, to think of the future as well as the present. In riding across the plains, it was always necessary to keep some distant point in view in order that one's course could be maintained, and it was equally necessary to watch the ground over which one was passing in order to avoid badger holes and other pitfalls.

My first sight of the open prairie on which the city of Lethbridge now stands was towards the end of August, 1880, when with the Aldous survey party we were on our way from old Fort Macleod to Winnipeg. We forded the Belly River at the "Coal Banks," and it was a long, hot pull out of the valley up the ravine south of where the Galt Hospital now stands, and still used as a road from the city to the river. We then took the Benton trail, not any too well marked, for about six miles, when we reached the Police trail leading from Macleod to Fort Walsh, via Fort Whoop-Up. We turned eastward on that trail and in about fifty miles came upon

a band of fully two hundred buffalo. Mr. Aldous took after them on his saddle horse and managed to kill two.

With the exception of a glimpse of three or four stray buffalo the last one being in the spring of 1852 a few miles west of Medicine Hat, which then consisted of half a dozen tents—the only others were a band of about one hundred which I saw in June 1878, about fifteen miles east of the present city of Saskatoon, when a member of the Dennis survey party.

While on a ridge we observed them about one mile distant Mr. Dennis and one of our men with experience as a buffalo hunter started in a wide circle in order to get to the windward of the band. I started on foot across country, running most of the time directly towards where we had seen them; when suddenly I heard a couple of shots on the other side of the hill up which I was then walking; these were followed by the thud, thud, thud of the loping buffaloes and it was only a few minutes when the animals came over the hill on the lope, heading straight for me. I turned and saw a single bunch of prairie willows about three feet high a short distance to the rear and made for it. The buffalo deflected slightly from their course, some passing within one hundred feet of me. The outcome was that I got a decided scare and the hunters not even that.

During the days of the buffalo, the value of the Red River pony was based upon his speed and usefulness as a "buffalo runner," and the distinction of leading our train of horses and carts usually went to the "buffalo runner."

We returned from Ottawa in the following spring—1881—again outfitting in Winnipeg. In that long trek across the plains I believe we found but one squatter on land in the 600 miles between Fort Ellice on the Assiniboine River and Fort Macleod—and that one was Nicholas Sheran on the west side of the Belly River at the "Coal Banks." The river was in flood and he ferried our outfit across. Late in the autumn we returned by the same route as far as Brandon, and found the Canadian Pacific Railway had reached that point in its extension across the continent. We took the train from there to Winnipeg. From the foregoing it will be seen that I had passed over the site of the present city of Lethbridge three times where all was peaceful and quiet, not even a stray Indian pony in sight, and yet in the river valley below, the last great Indian battle had been fought in the fall of 1870 by the Bloods and Peigan of the Blackfoot Confederacy and the Crees, in which the latter lost between 200 and 300 "braves" and the Bloods and Peigans from 50 to 60.

A very interesting and complete account of this engagement has been given by my old friend, the late Dr George A. Kennedy, NWMP, at Macleod. Jerry Potts, who was attached to that force at Lethbridge as Scout and Indian Interpreter, had taken part in the fight. Dr Kennedy arranged for him to take me over the ground and give me sufficient details to enable me to make a sketch which I sent him on the 23rd, February, 1887.

The Indians had been fighting across country from Kipp and as they approached the Belly River, near Nicholas Sheran's, the Crees took refuge in the longer ravine while the Bloods and Peigans after much trouble succeeded in securing the shorter one. Both of these ravines enter the valley at the extreme northern end of the river bottom opposite Lethbridge. Potts showed me a few small cairns of stones on the ridge between the ravines where "braves" had fallen. After four hours of fighting across the ridge, the Crees were driven down and over a drop of from 20 to 30 feet and thence into the river where many were killed while attempting to reach the other side. The fight continued on the river bottom below the site of the present Galt Hospital, when the remaining ones took refuge in the trees at the north end of the bottom and escaped during the night. The time has arrived when Lethbridge might very appropriately erect, say two monuments, both to be visible from some convenient point, say Galt Hospital. One on the ridge across which the fight took place, the other where it was resumed after crossing the river.

In May 1885, I was being sent by the Department of the Interior on an exploratory survey from Rat Portage—now Kenora—via Cat Lake, Lake St. Joseph and the Albany River to Hudson Bay. A day or two before I was due to leave for Rat Portage I received an offer from Elliott T. Galt, Manager of the North Western Coal and Navigation Company, of a position in its service, and which I accepted on the advice of A. M. Burgess, the then Deputy Minister of the Interior.

In view of my having to remain in Ottawa for some weeks attending to Government land matters of my new employers, I did not reach Lethbridge until the early part of July. The Company's railway had been constructed as far west as Grass Lake, from which point I completed the trip by mail wagon to the then recently surveyed townsite of Lethbridge. I found fairly active building operations in progress. The official opening of the railway was Sept. 24th, 1885, by our Governor-General, the Marquis of Lansdowne—Sir Alexander Galt and the Anglican Bishop of Saskatchewan (Saskatchewan Jack) being present. They arrived that day and

accompanying the party was J. M. Egan, General Superintendent of the Canadian Pacific Railway at Winnipeg. As the little locomotive pulled into the station we noticed something perched upon the cow catcher, carrying a good share of the road's newly constructed earth embankment. It turned out to be Mr. Egan. He thought he would have a look at the road but apparently the road bed shortly became the observer. That night Lethbridge had its first banquet in a long shack dignified by the name "The Company's boarding house," where all unmarried mining, railway and other employees had their meals. It is questionable if any other community in Canada in the intervening fifty years has entertained more outstanding men with widely varied interests than the first three named. Bishop McLean lived at Prince Albert; his diocese extended from Manitoba to the Rocky Mountains, and his fluency left us breathless.

Until the following spring my office and bed accommodation were in a small corner of the mine storehouse on the river bottom. William Stafford, Mining Superintendent, and H. F. Greenwood, Accountant, and his assistant, Hugh Macbeth, had space in the same building. Thomas McNabb, the master mechanic, joined the little group shortly before I arrived, and we turned out to be a very happy family.

I have concluded not to attempt to introduce the names of my old associates in the Galt enterprises, fearing that I might overlook some and which naturally I would much regret. The success of a corporation does not rest alone with the President and Directors, but largely on the loyalty of its employees, and while the Galts were entitled to loyalty, they certainly got it in fine measure from all those in their service.

The saws and hammers were busy throughout 1885 and the following year. Lethbridge was very fortunate in its foundation stock, as its pioneers were both vigorous and capable. Again I do not wish to trust to my memory by particularizing, but I can at least pay a tribute to the public spirit of some of the active ones in 1885, as for instance, Messrs. Bentley, Wm. Colpman, Cavanah, Tom Curry and William Henderson.

I cannot overlook that unique character Dr. F. H. Mewburn, who in later years became an outstanding figure in his profession not only in Canada but abroad. He came to us from the Winnipeg General Hospital and established himself in the east end of what was then dignified by the name of "the terrace." It contained about eight sections. In 1886, with my old survey assistant, J. F. Ritchie, I took the section adjoining Mewburn's. We concluded to

go into housekeeping together and made an opening between our two residences

No man was ever more scrupulous in the care of his patients than Dr Mewburn. The coal miner's family received the same attention as the Superintendent. Even in those days Mewburn was a master of lurid language. That fine character, Frank Oliver, whom I had met in Edmonton towards the end of 1879 and who in his earlier years seemed to have a grievance against the "white collar" class even if they had not \$1000 to their credit, had a special capacity for phrasing words unknown in polite society, in fact at times it was like the withering blast from a red hot furnace. In Mewburn's case there was poetic rhythm—more of the prairie fire type, which could be beautiful and yet destructive.

We were then living in the days of western prohibition, adopted for the protection of the Indians and smuggling whisky from Montana was the order of the day. Some of Mewburn's patients were of the whisky group. I have seen him come in at night exhausted and he would worry about the fools who took no notice of his instructions to take a spoonful of medicine at stated times but would empty the bottle in two or three drinks. A few years afterwards, when we had our separate households, he used to drop into my office frequently and on one occasion it was apparently for the purpose of telling me that the country was heading straight for perdition, because "they are now so lamb-like they rightly follow my instructions," and with that he left me.

The enforcement of prohibition by our N.W.M. Police was almost an impossible task especially in the southern part of the country, with no settlement, adjoining the International Boundary from Manitoba to the Rocky Mountains, nevertheless, the Police struggled with the task.

I have been more or less intimate with our Mounted Police from 1878 when I first went west. There were two or three factors that played an important part in bringing about that great influence they had with our Western Indians. The Indian likes colour; he admires the picturesque, especially those who roamed the plains before they, of necessity, had to live on Reserves, and incidentally lost their national characteristics.

Our Police were supplied with the best saddle horses obtainable, and then as today, they never left their barracks other than in spick and span condition. The fine type of young manhood attracted by our frontier life, in their tight-fitting scarlet tunics and broad-brimmed hats, made them a pleasure to look upon. The

Indian soon learned that the word of a Mounted Police Officer was absolutely to be depended upon. I was the only Canadian privileged to attend the funeral of the first Commissioner, Sir George French, in London, on July 7, 1921.

I had one experience with a small detachment of our Mounted Police which made me appreciate its alertness in following whisky smugglers. In September, 1888, accompanied by my friend John D. Higinbotham, I drove a Northern Pacific Railway engineer from Lethbridge down to Conrad, Montana, from which point he took the stage-coach to Helena. On our return journey we camped at John Joe Springs near the International Boundary. We had called at the Police Camp at Milk River on our way south, but when returning concluded to get an early start so as to cover the sixty-six miles to Lethbridge in one day. We were off at sunrise and took a short cut, over a few miles of rough trail, bringing us into the Milk River Valley, possibly two miles west of the Police camp. While driving across the valley we could see a couple of figures running about the Police tents. We had a four horse team from a local livery stable and the young driver, evidently wishing to add to the excitement of the occasion, put the whip to the horses and they loped across and out of the valley. It was probably six miles farther on when passing through some rough hilly country, there suddenly appeared on the trail about one hundred feet ahead of us the non-commissioned officer in charge of the small detachment. He immediately stopped us and, riding up beside me said it was my duty to report to the detachment and that I should have known better than to cut through without doing so. As a matter of fact I knew nothing of the regulation he referred to. Then taking his riding whip, he overturned our blankets in the rear of the wagon and being told that we two very temperate individuals never travelled with anything stronger than tea, he curtly added "You had go on." I believe in after years I had something to do with his promotion.

During the period of prohibition, the Lieutenant-Governor of the Territories had authority to issue permits for the importation of a couple of gallons of spirituous liquors and these were issued with considerable caution. I believe they were the most prized Government issue of that or any other period.

In those days, the North-West received a small quota of young men with a tendency to imbibe and whose parents foolishly thought the prohibition west would help to cure them. It did nothing of the kind as whatever restraint they had tried to exercise in the east was thrown aside when they reached the Territories and they drank whenever the opportunity came their way.

I recollect, in the spring of 1864 after my survey party had been ferried across the Bow River at Calgary, on our way to the North Saskatchewan country, I had the honour of having Rev. Father Lacombe, then returning south, lunch with me. Just as we started, a young man on horseback came along from the north and I invited him to join us. I then produced my small keg of Hudson Bay rum. The new arrival was the only one that took a drink and his keenness was so evident that I immediately took the keg away. That young man turned up in our camp some days later when about 100 miles further north. He was not interested in me but in the keg. A Hudson Bay officer at Edmonton once told me that as soon as a Permit arrived, it was hoisted about the moment he gave a drink to a friend and shortly afterwards "that would be around like flies about a sugar bowl."

Lethbridge in the earlier days depended entirely on the Company's coal and railway material. The construction of the Canadian Pacific Railway had not brought to the west the anticipated prosperity. Our coal miners were busily employed for a couple of months in the winter only, in the summer it was a matter of a couple of days work weekly. I believe the most convincing evidence of the absence of business activity in for instance 1891 is that on August 17, I wrote my Managing Director referring to our affairs and suggested a cut in my salary. As it turned out I was only anticipating a decision already reached by our London directors, who called for some salary reductions and the cutting down of expenditures in every direction. At an earlier date towards the end of 1887 my services were dispensed with at the instance of our London office and with some reason as there was absolutely no activity in our land business, though I was kept quite busy by Elliott Galt in various capacities. I was reinstated one year afterwards. Meanwhile Sir Alexander Galt had arranged for my employment in surveying some of the Company's land grant lands with the understanding that I was to be available for any special work of the Company.

The Company had moved its portable sawmill from the Porcupine Hills to the "Coal Bank" a year or so before the townsite was staked out and continued to operate it for short periods during the first two or three years thereafter. A timber limit had been secured in the Rockies located on the south branch of the Old Man River with the object of securing therefrom our mining timber. I had charge of the work in the woods for two winters when we took out railway ties as well. We found, however, that the river was too treacherous to successfully use it for log driving.

It is interesting to recall that at a later date when the Company concluded to bring its timber supplies in by rail from the Bow

River district it secured timber limit "N." west of Banff. In April, 1887, with J. F. Ritchie, I went up to locate and cut out the east and west boundaries of that limit for short distances to the north and south of the Canadian Pacific Railway. We made headquarters at the section house, a log building which had been erected by the railway construction gang. It was then known as Laggan, now Lake Louise. Our sleeping quarters were on the floor above, which we reached by a ladder, and where we found some straw on which to spread our blankets. One night I was awakened by Ritchie saying "If you don't speak, I'll shoot," and with that someone tumbled down the ladder. The next morning we learned that the "Cuckoo" had been away on a visit and, coming in by a night train, climbed the ladder on his way to his bundle of straw. Ritchie was awakened in his groping towards our bed.

Lake Louise is within that timber limit. My employers shortly afterwards relocated it to the Canadian Pacific Railway Company, Lake Louise, Chateau and the magnificent mountain scenery are today world renowned.

The first member of our Federal Government to visit Lethbridge was the Honourable Thomas White, who had entered Sir John A. Macdonald's Cabinet as Minister of Interior late in 1887. In mid-summer of the following year Mr. White with his party, crossed the continent to Port Moody, then the western terminus of the Canadian Pacific Railway. The party visited Victoria, B.C., and reaching Calgary, towards the end of July, on their return journey, met Prime Minister Macdonald on his way westward. Mr. White and party, drove from Calgary to Macleod, and while there visited the Blood Indian Reserve. From Macleod they drove to Lethbridge, which in those days had no official organization of any kind to welcome the first Cabinet Minister visiting the little town. A few citizens met and an address was prepared, which I read to Mr. White from the gallery of the hotel. He made it clear in his short reply that he was interested in the West, and later on showed it in a practical way.

A number of settlers from the surrounding district who had recently settled on Government lands had come to Lethbridge to see him. He at once arranged an hour and place of meeting. When they came together he listened to their statements. A short discussion followed each, when he dictated to his secretary a summary, with instructions to place all, as well as any Departmental papers bearing thereon, before him on their return to Ottawa. The ease with which he reached common ground with these settlers, and his directness in dealing with their issues, was very much appreciated.

The party left next day for the East by our narrow gauge railway. Elliott Galt accompanied them to Dunmore, where they transferred to the Canadian Pacific Railway. We were about two hours out from Lethbridge, and all very comfortable in Elliott Galt's private car, when it suddenly left the track. Some one reached for the bell rope and gave it a vigorous pull. As the bell rope is now a thing of the past, I should explain that it passed through the centre of passenger coaches, and about two feet from the ceiling, finally reaching a bell in the locomotive. It was the agency by which the conductor could at any moment have the train brought to a standstill.

Our car bumped along for about three of its lengths before stopping. I rushed forward and found the conductor Jack Robinson very much excited. He was one of those characters who had



Standing, left to right:—Hon. Thomas White, then Minister of the Interior; Major John Cotton, then in command of the Mounted Police at Macleod; Inspector Draynor, N.W.M.P.; C. E. D. Wood, editor of the "Macleod Gazette," later a Judge in Saskatchewan; W. Deane-Freeman, Indian Agency, Blood Reserve; Dr. Allen, Collector of Customs, Macleod; H. H. Smith, Commissioner of Dominion Lands; his son, now Dr. W. Harvey Smith, of Winnipeg; W. B. Pocklington, of the Indian Department, Blood Reserve; Wm. Pearce, Inspector of Mines, and member of the Dominion Land Board; A. R. Springett, then of the Indian Department, later of Oxley Ranch; Hon. Richard Henry Boyle, eldest son of the Earl of Shannon (he was a Viscount, and was elected to the N. W. Council from the District of Macleod, Dec. 15th, 1885); Lyndwode Pereira, then private secretary to Hon. Thomas White; Wm. Jordan, druggist, Macleod.

Sitting, left to right:—Mrs. Freeman; Mrs. Dr. George Kennedy, Macleod; Miss White, daughter of Hon. Thomas White, afterwards Mrs. John Cotton; Mrs. C. E. D. Wood; Miss Fisher of Regina; Miss Millie White, daughter of Hon. Thomas White, later Lady Perley, wife of Sir George Perley; Mrs. P. R. Neale, wife of Capt. Neale; Mrs. White, wife of Hon. Thomas White; F. W. G. Haultain, now Sir Frederick Haultain, Chief Justice of Saskatchewan; Capt. P. R. Neale of the Mounted Police; E. R. Cowan, of the I. G. Baker Company.

come west because the east probably had become too placid for him. He was more worked up over the pulling of the bell rope, than having a car off the track. He greeted me with, "What blanket, blank fool pulled that rope!" and went on to say, that as the occasion called for "the narrow gauge putting on some railroad airs," he had strung the bell rope through the private car into his adjoining caboose and tied it to the leg of his chair up in the cupola or "look out". It seems that the chair had been jerked from under him, and had he fallen to the floor, it probably would have been quite serious for him. It took about an hour to get the car back on the track, and we reached Dunmore without further trouble.

Mr. White passed away in April 1888. His death was a distinct loss to the North West. If spared, it is believed he would have gone far in the public life of Canada.

Lethbridge was struggling along without any local organization to co-ordinate the efforts of those interested in its growth and control until September 1889, when a few, principally merchants, called a meeting to discuss the formation of a Board of Trade and Civic Committee. The plan was presented and approved at the next meeting. We were all sitting on benches against the wall in the small sample room of the Henderson Hotel when, to my amazement, especially as I had taken little or no part in the discussion, I was unanimously elected President. The obvious reason was to avoid any local jealousy by selecting one of the business men. Looking back now, I can say it turned out a very excellent move, as it brought about a contact that grew into a harmonious and active co-operation between the citizens of Lethbridge and the Company for the development of the district, which was of great moment to both.

My recollection is that I remained President of the Board until the incorporation of Lethbridge, which was taken up by it in April, 1890, and endorsed by the people in July following. I was elected the first Mayor by acclamation in January, 1891.

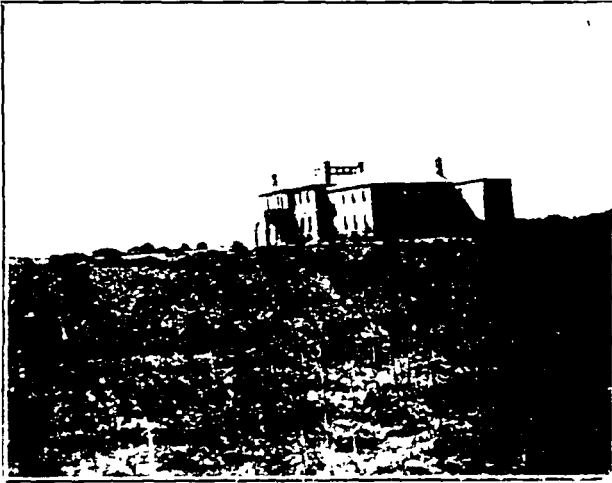
The first Legislature of the North-West Territories passed a redistribution measure and brought into existence the Lethbridge District, which formerly was largely within the Macleod District. The election of some twenty-six members for the second Legislature took place in November, 1891, and the District of Lethbridge gave me an acclamation. My friends thought that my experience as Mayor of Lethbridge might be useful to the incoming Council, and I agreed to offer myself at the second election, and became one of the Town Councillors for one year only.

My territorial office naturally brought me into a much wider field of activity. The Mormons had started their small settlement on Lees Creek in 1857. I visited them in September of that year and was much impressed with what I saw. I question if any organization is quite as well fitted for colonization work as the Mormon Church. Pioneering life on the frontier always has been a great struggle in order to get established. The community, like a people naturally must be invulnerable to the weaker ones of the group, who if trying to stand alone would run considerable danger of failing.

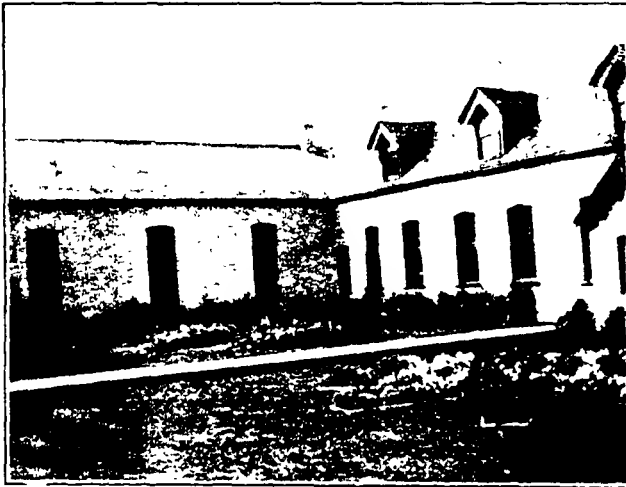
I am reminded of an incident of what community life may mean. I remember a young man losing his wife in the early spring. He took her remains south to Utah and when he returned he found ten acres of his land had been ploughed and seeded.

It is true the Mormons were looked upon with a good deal of suspicion in the early days, due very largely to their view on the marriage question. It must be remembered, however, that any group system will likely develop some suspicion in those who have to fight their way alone. I remember a statement made to me by the Hon. George O. Cannon, an outstanding leader in the Mormon organization, shortly after we started our irrigation canal construction in 1874, and to which I will refer later on. I brought forward the marriage question. He said his people as citizens of the United States believed they were within their constitutional rights in practising polygamy, but when the Courts decided otherwise, he and his associates bowed to that decision. "As we are bound to no people in our respect for the laws of the nation." He added something to the effect that it would be a forgotten issue within another fifteen years.

In my opinion the movement of the Mormons to Southern Alberta was of most major value in opening up that section of the West. They understood irrigation and having made Lethbridge their market town, we were continually told of the wealth that could be created by the diversion of some of our water that were waiking down our river, to the lands in the immediate neighbourhood of our little town. It was a fortunate circumstance that this section of the country, that on one side we had the Gulf which rendered that fundamental of colonization, one of the new-comers, until well settled, and on the other, the Mormons, so familiar with irrigation and by actual experience with the difficulties of getting established in a new country. It was such a question of bringing about co-operation between the two interests in order to get results and the results are to be seen in Southern Alberta today.



GOVERNMENT HOUSE, REGINA.



NORTHWEST TERRITORIES GOVERNMENT BUILDING.

Right wing, offices, left wing, Assembly Chamber. The table in front of the Speaker was that which was used at the Confederation Conference in Quebec in 1864. These photographs were taken in August, 1898.

With the setting up of our municipal machinery in Lethbridge, the Civic Committee work of our Board of Trade ceased and it became a district organization and today is functioning in a very important way in Southern Alberta. During the period I was in the Territorial Legislature, 1891-1895, the Board was exceedingly useful to me. I freely discussed the improvements in my constituency with the Board. In fact, I used it in an advisory capacity. While I was the representative of the district all the members of the Board had the fullest opportunity to express their views as to the improvements that should be carried out by the Territorial Government.

We had the distinction of having the first iron bridge erected by our territorial government; it was built in 1893 across the St. Mary River on the trail near Cardston. In December of that year an unusual Chinook, quickly followed by a very severe frost occurred and one span of the bridge collapsed. The settlers rendered fine assistance in raising the span. The bridge, however, was not a success, though it served the needs of the locality for some years. One of our difficulties was in finding a contractor willing to accept payment spread over two or three years due to our small annual grants from Regina; furthermore, its erection was before the territorial government had the necessary staff to look after such work.

In March, 1895, I took up with Colonel Fred White, Comptroller of the N.W.M.P. at Ottawa, the erection of about 70 miles of telephone line from Lethbridge to Cardston and on to the Police detachment on the St. Mary River, a few miles from the International boundary. With Colonel White's support we secured a subsidy at Ottawa sufficient to pay for the wire and erection of the poles. A few of the Mormon settlers, under the leadership of Mr. Card, did team service. They cut the poles in the foothills and delivered them along the line as staked out, an average distance of say fifty or sixty miles. That was the contribution of the settlers to the project. The line was completed early in 1894 and was quite useful to the Police, as it was in operation during the period when there was a considerable movement northward from the United States.

My employers did not like my holding public offices, doubtless because my entire time could not be given to their work; nevertheless, they indirectly benefited through my dual service to them and the people. I question if a similar situation could be found elsewhere in Canada, where there was the same whole hearted co-operation between a company operating in a territory and the people thereof, whose main interest should always be identical. In





NORTH WEST TERRITORIAL COUNCIL 1886

Third row—Breland, P., half-breed trader; appointed a member of the Council in 1877; lived at White Horse Plains. Turriff, J. G., merchant of Carlyle; elected to Council in June 1884, afterwards M.P. and Senator. Irvine, Lt.-Col. A. G., Commissioner of the Mounted Police and an appointed member of the Council. Hamilton, J. C. C., an elected member of the Council; resided at New Sundrum Farm, Broadview; came from Scotland where he was prominent in Ayrshire. Oliver, F., classified in Parliamentary Guide of 1885 as Merchant, Journalist and proprietor of Edmonton Bulletin; elected member Territorial Assembly for Edmonton in 1883; afterwards M.P., Minister of Interior, and member Railway Commission. Forget, A. E., Secretary to Lieut.-Gov.; afterwards Lieut.-Gov. of Saskatchewan.

Second row—White, Wm., elected member, representing Regina; lawyer; native of Hamilton, Ont. Geddes, J. D., Cattle Rancher, representing District of Calgary; first elected in 1884. Reed, Hayter, appointed member of Council in 1882; formerly Asst. Indian Commissioner. Macdowall, D. H., resided at Prince Albert; elected member of Council; afterwards M.P. Ross, Jas. H., resident of Moose Jaw; elected member of Council; afterwards Governor of Yukon, M.P. and Senator.

First row—Richardson, Hugh, ex-officio member of Council; legal adviser to Lt.-Governor and stipendiary magistrate; afterwards member of Supreme Court of the Territories and later of Supreme Court of Saskatchewan. Dewdney, Edgar, Lt.-Governor and Indian Commissioner; sat for Kootenay in Legislative Assembly of British Columbia 1868-69; afterwards M.P. Rouleau, C. B., ex-officio member of Council as stipendiary magistrate; afterwards Judge of Supreme Court of Territories and resided at Calgary. Jackson, T. W., elected member of North West Territorial Council; resided at Qu'Appelle, where he practised law.

our case it was the opening up and development of a considerable section of Southern Alberta. That in the second and third Legislatures at Regina. My third election was when in 1897 I became a member of the North-West Territories and a Commissioner without portfolio.

An amusing incident occurred when I presented myself for re-election in either 1894 or 1897. I believe it was the former occasion. My manager, W. C. Henderson, for whom I had a warm regard, left me to Commissionaire Henderson to do it. In the coal producing district there was considerable wealth. It seems that some of the coal fields had been opened up by railway to Montana and others had not. Henderson was interested in the possibility of mining and I was then about a year in Lethbridge, rather than in having been in the coal producing district which, if necessary, it was implied to have some proper washing equipment. As with the digging, it was the same. It was not remunerated and was being worked by "Curly" King, former incumbent on his last term, and others. The election was honoring me. He suggested that we go to the Hotel where they could entertain us for the occasion. I understood he gathered that out of a number of us, unfortunately, for them, before getting well under way. Henderson came along and finding the host alone, he asked, "I thought the proceedings to close." The cost of the ticket was \$1.00, my total expenses for my three territorial elections.

"Curly" King and his brother George were two well known characters in the Lethbridge of the past. Their native wit and pleasant manners made them agreeable companions. How they came to our west is unknown, possibly they had been encouraged to do so on account of our prohibition law, and which had it been effective would, in their case, only have been desirable at odd times. They apparently had been educated without any thought of their having to make a living. George left us on one occasion for a short visit to Ireland. Amongst his fine assortment of clothes on his return was a silk hat. His funds soon ran out, and he went back into the Galt Mines to dig coal, proof that he was a real man. "Curly" on the other hand took to lighter work. He seemed to have a flare for cooking in hay camps and on ranches. The late G. A. Ryley of the Department of Interior once told me of a call he had made one evening on some friends in Winnipeg. It was in the days when good household help was about impossible to get. His hostess incidentally referred to her great find, a man cook, and his chief virtue was his cleanliness. He was something of a mystery to them, and seemed to have no friends, though he rarely

remained in the house in the evenings. She said "I want you to come out and see the condition in which he leaves his kitchen, in order that you may appreciate my delight." And out they went, to find a well dressed man leaving for the street. Ryley said, "I was amazed to see King, whom I had been meeting on occasional evenings at the club." "Curly" doubtless was earning a few dollars to take him farther west, into the frontiers of civilization. The last I heard of him, he was heading for the Klondyke.

A brief summary of the development of the Legislative machinery of the North-West Territories down to my entry into the second Legislative Assembly in 1891 might be of some interest, and I have taken from a memorandum prepared by my old associate, James Clinkskill, the following

Under an act of Parliament passed in 1875 and proclaimed in October, 1876, provision was made for a Lieutenant-Governor for the North-West Territories and a Council of five members to be appointed by the Dominion Government to assist the Lieutenant-Governor in passing ordinances on matters of local concern. Previous to that the Territories were administered by the Lieutenant-Governor of Manitoba.

The first meeting of the North-West Council was held at Livingstone, near Pelly, in March, 1877. Its members were Lieutenant-Governor Laird, Stipendiary Magistrates, Colonel Richardson, and Matthew Ryan, also Colonel Macleod, Commissioner of the N.W.M. Police.

In August, 1877, the seat of government was transferred to Battleford, the first capital of the Territories, where the North-West Council assembled for its second session in August, 1878. Later on, a Mr. Breland was added to its membership. Apparently the Council did not meet in 1880 and the fourth session was in June, 1881, when Lawrence Clarke took his seat as an elected member.

The Council was enlarged from time to time, through the creation of new electoral districts, until its last session in 1887. Meanwhile, the Capital had been moved to Regina in 1882. The first Legislative Assembly of the Territories came into existence in 1888, consisting of twenty-two elected members, and sitting with them, but without voting privileges, were the three North-West Judges—Colonel Macleod, Colonel Richardson and Mr. Justice Rouleau. The second Legislative Assembly with enlarged powers, and with twenty-six elected members, without non-voting legal advisers, was elected in 1891. I was one of its members, and we too complained about Ottawa's control of our local affairs. On

the whole, however, I think we were getting along very nicely, nevertheless, the demand for greater authority was the subject of discussion at odd times

In the session of 1892, the opposition, under the leadership of Hugh S. Cayley, later on a Judge in Vancouver, B.C., defeated F. W. G. Haultain, now Sir Frederick, by one vote. That splendid character, Jim Ross, who ultimately became one of our Senators, was our Speaker. He at once resigned leaving Mr. Cayley, who lost no time in forming his Cabinet in the embarrassing position of furnishing a Speaker from his own supporters. When our House met, Mr. Cayley proposed that Mr. Ross return to the Chair, which he declined to do, and we all drifted out of the Chamber. I think it was the second day thereafter when Mr. Haultain and his supporters concluded to furnish a Speaker, in order to vote supplies and allow the work of the session to be completed. As I took little part in the debates, it was decided to offer me for the Speakership, and accompanying Mr. Haultain and his Cabinet colleague, the late Tom Tweed, we called on the Lieutenant-Governor to advise



Modern Lethbridge, the Alberta City founded by the Galts.

him of our decision. He at once told us we were too late, that he had prorogued the House. We returned and informed our associates we were being sent home by the Lieutenant-Governor.

This at once aroused the animosity of the "old timers" who had in the past been crying out against "the paternalism of Ottawa," and there certainly was a merry row on. A small committee was appointed—one of whom being Frank Oliver—to prepare a protest to be sent to Ottawa, and it turned out to be a real one. The committee were in an adjoining room for half an hour and occasionally Frank Oliver's language almost shattered the intervening wall through which it penetrated to us, if anything he could be original. At one time, he was critical of Lieutenant-Governor Dewdney, whose name appeared at least on one occasion in the "Edmonton Bulletin" as edgar dewdney.

From the speech of His Honour, Lieutenant-Governor Joseph Royal, on closing the Fourth Session of the Second Legislative Assembly of the North West Territories, Regina, Saturday, 16th September, 1893, I quote the following:

"When on the 4th July, 1888, I was sworn in as Lieutenant-Governor of the North West Territories, the functions of the office were as totally different from those of the Lieutenant-Governors of the provinces, as they will be from those to be performed by my successor. The Assembly had hardly a voice in the government of the country and the Lieutenant-Governor was practically a Political Commissioner under whose direct supervision and authority the affairs of the Territories were conducted and administered. Now all this has been materially changed and hence my satisfaction. The Legislature today practically enjoys the rights and privileges of self government. Let me congratulate you sincerely upon the wisdom and discretion you have displayed in undertaking your new and important duties."

It was not until July 1st, 1905, that the North West Territories obtained full provincial autonomy. In looking back now, I have no hesitancy in saying that our Territorial Government developed a very competent public service at Regina, especially when we consider the vast territory it had to deal with. I can say little about our sessional work, as I was not a very close attendant in view of my other activities, furthermore, I was of little use in the making of laws, though I was responsible for the first coal mines ordinance—quite an important piece of legislation. Our Assembly was carried on with pretty much the same formality that is to be found

in the larger ones throughout Canada. Occasionally there was evidence of irritability over rules of procedure. Looking now over a few of my old letters, while they were direct, some were certainly quite crude. I suppose they were the product of the "wild and woolly" atmosphere.

An incident that happened in our small Assembly, indicating originality and frankness, though quite contrary to rules of procedure, I feel should be preserved. One of our members, whom Hillyard Mitchell did not particularly care for, had the floor, both were supporters of the Haultain administration. Mitchell evidently the night before had been testing out his powers of endurance with "Johnny Walker" and was trying to sleep off the effects with head forward on his arms folded across his desk. Apparently, in moments of consciousness two or three times his eyes rested on the occupant of the floor, when finally he gave expression to that suppressed sentiment quite common in all deliberative Assemblies. "Pole axe the blatherskite." His head then went forward to its resting place, to the accompaniment of "Pole axe him." And even the Speaker seemed to appreciate its appropriateness.

In the ten or more years preceding the Boer War in 1899, a number of the finest type of young Englishmen settled in the Pincher Creek district. They engaged in ranching on a small scale—a few head of cattle carried their individual brands and were turned loose on the range until the following semi-annual round-up. Then they turned to polo, hunting and fishing and certainly enjoyed the life. Shortly after the war started, a few of them while in Macleod, after dining well, were credited with having cabled Paul Kruger cautioning him to go slowly or they would go over and make him "sit up." Shortly afterwards most of them with light hearts left our shores, as many others did during the World War, never to return.

One of these young men, Dicky Bright, located miles away from any neighbor, on St. Mary River above the present town of Magrath. He too, at odd times, came to town and dined well. One day there stepped from the Macleod coach a Dr. Bright to visit Dicky. (It was only necessary to see Pollinger—"Polly"—on the box with his four horses sailing along the trail to visualize the coaching days in England immediately preceding the introduction of railway travel.) The story afterwards was that that companionable Irishman, "Curly" King, was with Dicky on the arrival of his father, and that he rode out on the range and drove in some of Tom Brown's cattle, in order to impress the senior Bright with Dicky's prosperity. I question if such an incident happened, as those young men were not of the breed that misrepresent conditions.

to anyone. Probably what did occur was that Dicky's few head were with Brown's steers. Dr. Bright returned a few days afterwards quite pleased with his visit to his son's shack.

In the spring of 1907, I met in Cannes a prominent physician from London—a Dr. Bright, whom I failed to recognize as our Lethbridge visitor until he referred to Alberta. He told me that Dicky, on his return to England, had taken up the profession of his fathers. From another source, I learned that Dicky was a grandson of Dr. Bright, the discoverer of Bright's disease. Several years afterwards—in 1921—I heard that Dick had passed away, having given a fine account of himself in his profession. With that English characteristic—an unwillingness to reveal anything of a personal character, all those fine young men lived among us in the west—always prepared to carry their share of the load, and left us as much strangers as the day they arrived. It is a very fine human quality, but can be carried too far for their own good, especially in our North American atmosphere.

I referred to the West remaining pretty much at a standstill for some years following the construction of the Canadian Pacific Railway across the plains in 1883. The few that were in the country were urging greater efforts in colonization as an agency to bring relief. In Southern Alberta the demand for irrigation was becoming insistent. A few individual settlers in the foothills had previously taken out short ditches for irrigating small acreages. In the early 1890's their demands were taking definite shape, especially by our municipal organizations. For instance, the town council of Lethbridge passed a resolution March 30, 1892, in which "satisfaction and pleasure" were expressed over the application of the Alberta Railway and Coal Company to the Parliament of Canada for "power to use the St. Mary and Bell Rivers for irrigation purposes."

Mayor Bentley sent copies of this resolution, soliciting their support to the Honorables J. J. C. Abbot, W. Laurier and Edgar Dewdney, also to Messrs. D. W. Davis, N. F. Davin and D. H. McDowell, the members of Parliament for the North West which had elected its first representatives to the House of Commons in March, 1897. In 1893 Sir Alexander Galt secured a Charter in favor of the Alberta Irrigation Company.

The Calgary Irrigation Company, the moving spirit being William Pearce, likewise was incorporated in 1893, for the diversion of water from the Elbow River, some considerable distance west of Calgary. Construction on this project seems to have been commenced during that summer and by the end of the year, seven

miles of ditch and laterals had been completed. During the following two years, I understand an additional 20 miles were constructed.

The agitation for Government action had so advanced that an irrigation convention was called in Calgary on March 5th and 9th, 1904. Amongst the matters discussed was the Irrigation Bill that had been submitted to the Minister of the Interior, to the Parliament of Canada at its previous session and allowed to stand over for one year. The bill with amendments became law a month or so later on. Various papers were presented at the Calgary meeting and by myself, all with the same object, watering of a real interest in the development of Southern Alberta.

The convention brought into existence "The South Western Irrigation League" for promoting the interests of irrigation in Alberta and the adjoining provinces. A number of similar branch leagues were quickly established and a move on Ottawa was decided upon in May following. It was in the east at the time and was requested by both Medicine Hat and Lethbridge to join the delegation on its arrival in Ottawa. Some eight or ten of us were presented by Hon. T. M. Dalton, the Minister of the Interior, to Sir John Thompson, then Prime Minister. Pelgie A. J. Andrews of Winnipeg was our chairman. Major Edmé of Lethbridge and Richard Pilling from the Cardston district were present. Our chairman briefly expressed his views on the benefits of irrigation and each in turn took the floor. I have no doubt that the repetition of the same idea, with our superficial knowledge of the subject and an occasional enlargement as to what it would mean to Canada as a whole, was most tiring to Sir John. Anyway, I noticed his eyes closed and they remained so until Mr. Pilling's turn came, when Sir John seemed to realize that someone was talking with practical experience in irrigation, and he at once revived and attentively listened to everything Mr. Pilling said.

The Prime Minister's unconcern over a visit of a group coming such a distance was so unusual that I hoped he would not contrive in that mood and dismiss us with nothing more than the usual formulae, "the Government will give the matter its careful consideration." However, I was mistaken, as those were his parting words. Nevertheless, consideration was given because it was not long after when the Government decided on a definite policy, namely to determine by survey what irrigation projects were feasible and leave it to private enterprise to construct them.

In the following year, 1905, preliminary surveys were made by the Department of the Interior under Mr. Dennis, which indicated the feasibility of diverting water from the St. Mary River, south-east of Cardston, towards Spring Coulee and also from the Bow



River at the eastern boundary of Calgary to lands beyond. I should say that the Lethbridge Board of Trade had an engineer the year before secure pretty much the same information in respect to the St. Mary River diversion but in far less detail. Those Government surveys were of undoubted value in starting the two projects by the Galt and the Canadian Pacific Railway Company, as they substantially meant the endorsement of the Government of Canada.

It is unnecessary to say more on this subject, as in my article on Elliott T. Galt, I have referred to our efforts to get parties interested in irrigation through the sale of large areas of land at \$100 per acre and how eventually it was undertaken through a contract, the terms of which were practically worked out finally with the heads of the Mormon Church late in 1897 and completed in July following. That contract meant that I had run my race in North West politics, as I was frankly told in the early part of that year that I could have the management of our irrigation enterprise, conditional on my not becoming a candidate in the forthcoming territorial elections that took place some months later on. And so, in order to engage in the growing of two blades of grass where one had grown before, I retired from a group of men, of whom I still have many pleasant memories. It is true on rare occasions, we had evidences of that apparent desire to engage in the grass withering business through effusions of "hot air," a product to be found in all deliberative assemblies.

Immediately following the signing of the contract with the head of the Mormon Church, George G. Anderson, a prominent irrigation engineer from Colorado was in the field with his engineering parties, as our Consulting Chief Engineer. A small office staff was quickly brought together in the building now occupied by our successors. A close personal friend, the late Hugh Macbeth, became our accountant. A few years afterwards, E. H. Wilson, holding a prominent position in our London offices, came to us and had much to do with the conduct of our work. Meanwhile, the late T. M. Evans had been appointed Superintendent and was in charge of the operation of canals. Our official family was small, all keenly interested in the success of the new venture.

Water reached the Lethbridge plains late in 1901 and from then on settlers commenced to come to us from elsewhere than the irrigated States to the south. In March, 1901, I was exceedingly fortunate in securing W. H. Fairfield, then in Wyoming, to start a model farm for us a few miles south-east of Lethbridge. Today, Dr. Fairfield, in charge of the Dominion Experimental Station at Lethbridge, is one of the leading agriculturists of Western Canada.

It is unnecessary to go into details of canal construction which in accordance with the terms of the contract, new settlers were to be employed on the work, nor is it necessary to refer to our efforts in establishing settlers on land and in aiding those unaccustomed to irrigation in the use of water. It was a very busy time for all of us. I remember one day meeting the late Henry Tennant, Customs Officer at Coutts, on the shore in Lethbridge. He referred to an amusing incident which had recently occurred when he was "passing" a number of settlers at his port of entry. It seems that one of them thought Mr. Tennant was a little too inquisitive and said, "If you are not careful, I will inform Magrath about you." We had our difficulties and our settlers frequently came to us with theirs. I believe I can say that not one of them ever left our office with his head lower than when he entered it, and so far as I recollect our employers never lost a penny through any temporary relief given to our people.

My work brought me in contact, probably as early as 1891, with John W. Taylor, a prominent member of the Mormon Church, with headquarters in Salt Lake City. He was the son of a former President of that Church who, I understand, had lived in Eastern Canada at one time. In a letter from Mr. Taylor in June, 1892, he said, "I am for building up Alberta. I like the country, the Government and the people, and for a long time I can see a great future for the north-west." He advocated a beet sugar factory, and he talked Alberta in season and out of season in the south country. He was fearless and would tackle land development schemes which he was unable to carry through but his faith in Canada never wavered.

In the spring of 1900, I had distributed fifty pounds of sugar beet seed amongst some of our settlers and in November of that year sent thirteen samples of beets from Magrath, Stirling and Lethbridge to the Utah Sugar Company at Lehi. The following letter from Mr. Cutler I consider may be regarded as the birth of the sugar beet industry in Alberta.

UTAH SUGAR COMPANY

General Manager's Office

Lehi, Utah, Nov. 16, 1900

Mr. C. A. Magrath:

Dear Sir: The following is a statement of the polarization of the beets sent us, some of which arrived in rather poor condition being coated with a heavy mold; nevertheless the contents were not impaired as the tabulation will show, the most of them being wonderfully rich. The purity should not run lower than 80%, but

where such purities go below 50% it simply proves that the beets have been dried en route

Yrs	Avg Wt	Brk	Sugar in juice	Sugar in beet	Purity
1	11.2	21.7	18.5	17.2	84.5
2	12.0	23.2	19.2	18.1	82.5
3	12.0	24.1	19.1	18.1	82.5
4	14.3	25.1	22.4	21.1	83.2
5	14.4	25.7	19.3	17.2	79.7
6	14.2	25.0	16.1	15.1	75.0
7	22.0	33.0	16.2	15.1	75.1
8	22.4	32.3	22.7	21.2	82.1
9	12.4	21.7	12.1	11.1	74.0
10	12.0	21.7	23.1	22.3	83.5
11	12.0	21.7	21.9	21.3	79.5
12	14.4	22.5	22.7	21.3	79.5
13	9.0	22.1	22.5	21.0	77.5

Years over trial

Signed THOMAS P. CUTLER

Manager

Magrath Stirling Lethbridge

While in Salt Lake City, in December, 1911, John W. Taylor put me in touch with some people willing to erect a sugar factory on our lands, provided they would be given a land subsidy to protect them against losses in their earlier years due to anticipated unfriendliness of the cane sugar interests then in control of the western sugar market. I was, however, unable to make an headway with the proposal.

In January, 1911, two young men, Raymond and William Knight, came north from Utah and spent a short time looking over the country east of Cardston. I met them when passing through Lethbridge on their way home and decided to accompany them south as there seemed a possibility of disposing of some land when they met their father. I got off the train at Salt Lake City and they continued to Provo, returning the next morning with their father, Jesse Knight, a man for whom I afterwards learned to have the highest respect. Mr. Knight was very direct. I was asked to produce a map and the sons were called upon to show him the lands that they had examined, which happened to be a block of some 30,000 acres near Spring Coulee. He then asked them a few questions about the character of the land. Both agreed it was wonderful grass country, but the younger one feared there was something wrong, as he could not understand there being so much

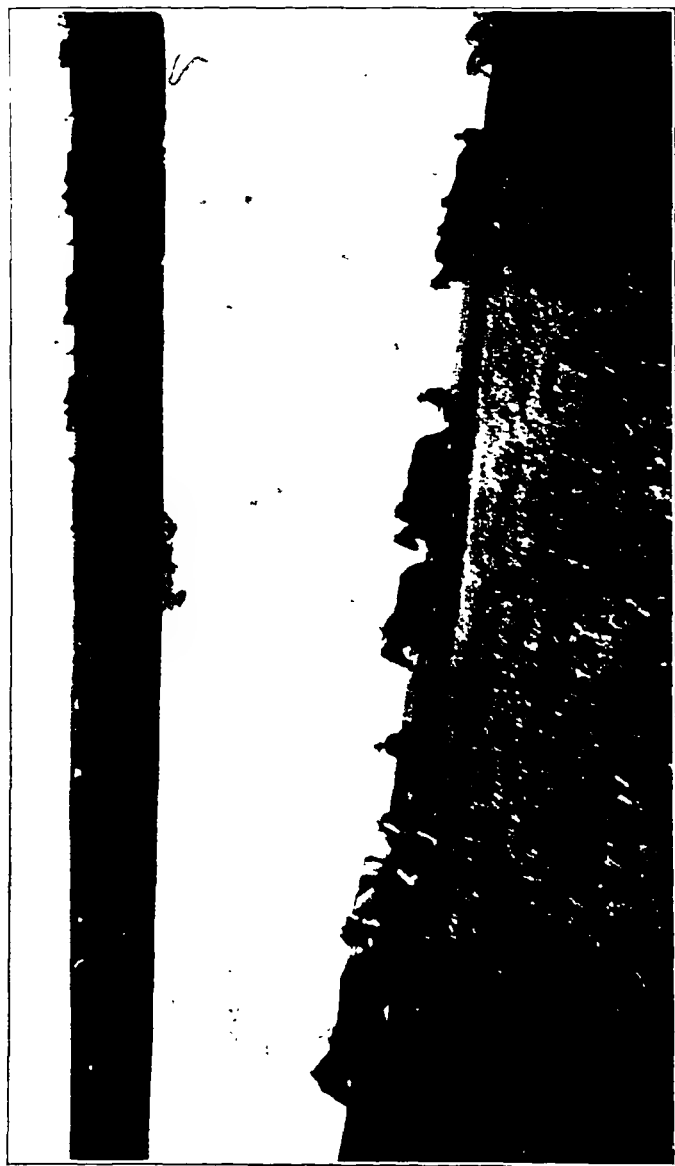
grass without cattle to eat it. Turning to me, he wanted our price and terms. I believe our figure was \$25 per acre and all I was expecting was the possibility of a sale of two sections, or 1250 acres. To my utter amazement, he said "I will take the entire block," and I believe the whole transaction did not take half an hour. That property afterwards became the "K 2" Ranch.

Mr. Knight came up early in the following spring. I happened to meet him on the train in, I believe, April, and when we were in the neighborhood of the present town of Raymond, he said something about visualizing a fine settlement there and associated his son's name with it. On the 25th of May, he called on me, and made a proposal to personally undertake the erection of a beet sugar factory, which was an amazing thing to come from a single individual. Elliott Galt was not in Lethbridge at the time and I told our English Directors would not regard the proposal seriously, unless Mr. Knight put up a substantial deposit as a guarantee of good faith. To my request for \$25,000, he immediately complied. His proposal called for some amendments which were worked out by Elliott Galt and myself with Mr. Knight in Salt Lake City about the middle of June. It is true our company gave him very substantial land concessions. He undertook to plough during the autumn 3000 acres of our lands to be ready for new settlers in the coming season and the factory was to be completed in time for the manufacturing of sugar in the autumn of 1903, as it was.

Lieutenant-Governor Forget at Regina to whom, at his request, I sent my file of papers on the second of October, 1903, showing the various steps in bringing about beet sugar culture in Southern Alberta, replied: "I have read the whole with much interest and I wonder more than ever at the spirit of enterprise displayed by the promoters, the Knights, in the establishment of such an industry in a new country, and I sincerely wish them every possible success." The Knight family, I fear, have met with the same unsatisfactory experiences in that venture as many pioneers in industry before them.

The history of that factory is well known. The settlers found it more profitable to grow grain during the War, hence the factory was closed and the machinery taken out and sold in Idaho. After the War, other Utah interests returned and established a new factory. The last step was its sale to the B. C. 'cane' Sugar Company, which from its Vancouver property, had a large share of the north-western sugar market. The announcement within the last few weeks that that Company is to build another beet sugar factory a short distance north of Lethbridge, where it can draw





In July 1901 Jesse Knight, of Utah, undertook to have built near the proposed Town of Raymond a Beet Sugar Factory by September 1903, and to plough 3000 acres of virgin prairie by December, 1901, so as to be ready for producing beets. These ploughing outfits were strung along a five-mile tract north and west of Raymond. The top picture shows twelve plows in line.

beets from the Lethbridge Northern Irrigation system, as well as from the irrigated areas south and east of Lethbridge must be most gratifying to the people.

My opinion is that Southern Alberta should never forget what it owes to Jesse Knight, because I happen to know from actual efforts, how impossible it was to get capital interested in such an enterprise in a new and sparsely settled country like our north-west until Mr. Knight came along. I question if there would be a sugar beet grown in Alberta today if it were not for Jesse Knight and the good will that existed between his Church leaders and our Irrigation Company.

Mr. Knight was the most unusual man I ever met, a man of the finest integrity. I would describe him as the poor man's friend. He believed in visions, which I understand is a doctrine of the Mormon Church. He was a mining prospector in Utah and it has been stated that the mine which brought him very considerable wealth came to him through a vision, in effect that if he had the courage to continue prospecting, he would be rewarded, but that he should use his wealth largely for the good of the people, which I believe he did.

The Raymond Sugar Factory was not built as a commercial enterprise so much as for the benefit of the settlers in the surrounding country. I am aware that on one occasion when coming up from the south, he got off at Stirling and while walking around the little settlement he saw some men engaged in drilling for water taking out their equipment. He asked if they had found water, and the reply was in the negative, where he wished to know why they were abandoning the hole. The answer was that they had fulfilled their contract with the North-West Government, and he thereupon undertook to pay them to drill another fifty feet. There are several such unusual acts that I could recite to the credit of Jesse Knight.

I recall an experience with him when on one occasion we happened to be on the same train coming north from Great Falls. It was a very hot and trying day as we travelled along at fifteen miles an hour through northern Montana. There were only half a dozen of us in the coach. Presently he came and asked me to join in a game of poker, which I refused to do as I did not play poker. He said "We only intend to play for matches," so I went along with him. He had picked up two others who were apparently strangers to him, and I suppose we were playing for half an hour when he suddenly dropped his cards and left us without a word of explanation. One of the two wanted to know "what is wrong with the old man?" a question that neither of us could answer.



After a while I went back to him. "I know," he said to me, "my behaviour must seem very strange." He then went on to tell me an incident in his early life. His wife, to whom he paid a very fine tribute, had kept the little family of three children together. On returning home one evening from one of his prospecting trips in the mountains, his wife told him that her mother, who lived some distance from them, was ill, and that she wished to spend the night with her. As their youngest child was poorly, she had made him promise that he would remain at home.

The circumstances of that night impelled Mr. Knight to break away from some of his former habits and "from that day to this," he said, "I have never been in a saloon, have never played a game of cards, and have never had a drink of intoxicants." He continued, "It suddenly felt the urge coming on when with the three of you and decided to quit immediately."

At the instance of Mr. Brandley, of Stirling, who originally came from Switzerland, we were encouraged to look into the possibility of developing the flax industry, anticipating eventually its leading to the manufacture of linen. We quite appreciated that the chances of success were very much against us. I took the matter up in 1894 and tried to get say three settlers familiar with flax growing from Switzerland and see if anything could be accomplished. I failed, however, to make a connection that would enable us to reach any families willing to come to Canada, and through press of other work it was dropped. My understanding was that the water in the north of Ireland, in the treatment of flax, has much to do with the success of the industry there. I had samples of Bell's River water as well as water from the two linen districts in Ireland analyzed. The comparison was very satisfactory.

While I have never lost my keen interest in the west, my part in the development of Southern Alberta practically ceased when I retired from the Alberta Railway and Irrigation Company in Dec. 1901. It is true I had the honour of representing the Medicine Hat constituency, covering a very large portion of Southern Alberta, in the House of Commons during that short parliament of three years, ending in 1911. I discovered that there were no acclamations in party politics, no possibility of a reasonably solid support of the people in any public movement, as there was in the non-political party atmosphere of our old Territorial Assembly. However, I look back with some satisfaction to my short service at Ottawa. I am not clear that it is a matter of congratulation to be able to say that so far as I can recollect, I was never heckled on the platform.

Before leaving the past I would like to add that in that period of stress and trial to which I have referred, I took charge of our

Company's coal agencies for about five years, commencing in the autumn of 1892. My work covered the territory from Brandon to Calgary. It meant my moving freely among these agencies from late in the autumn until the end of the following February. As a result I knew every town and hamlet on the main line of the Canadian Pacific Railway between the points named, and also on the branch lines from Brandon southwestward to Estevan. My summers were largely spent in moving amongst the settlers scattered over Southern Alberta.

I believe few have had the same contact with our western pioneers on the land and in the hamlets as myself. It was amazing the confidence and courage of most of them, especially the women, and that led me to the belief that colonization is the woman's problem. If the woman weakens the struggle will be short. Hence I say, seek the families with the woman who has some ambition for her children, no matter how poor she and her husband may be, there are always some evidences in the shack to indicate her type.

In travelling about the west I met the late J. J. Young, who for a time had been (about 1891) with the Regina Leader under that brilliant Irishman, Nicholas Flood Davin. Later on Mr. Young was editor of the Moosomin Spectator. He suggested we should buy the Calgary Herald which had ceased publication. While we had little or no money, we had that valuable western asset, which is still there, confidence in ourselves, and we completed the purchase on November 19, 1894. I was at liberty to join him in its management or remain with my work at Lethbridge. I hope the present proprietors of the Herald will not feel offended when I say there was a period in its history when it had difficulty in supporting one partner, let alone two. Hence I kept out of the newspaper business.

Mr. Young was struggling along for about a month when he evidently thought it a good policy to bait the C.P.R., which in those days was taking about 75 per cent of our coal production. I did not like the idea of an occasional leader of that character with "Young and Magrath Proprietors" above it. Furthermore I knew something of that Company's early troubles and I had confidence in their officer. In other words, I was not in sympathy with my associate. However I never raised any question of that kind with him as the function of a newspaper is to serve all the people though I sometimes wonder if that liability does not occasionally suffer through over-zealous political partisanship.

My partnership with Mr. Young came to an end on the 14th February, or two months after we commenced business, though my responsibility did not cease until the chattel mortgage which I now

held was paid off on October 7, 1897. Subsequent events indicate that the Calgary Herald at least got a good start, as it has been going strong ever since.

Two incidents in Southern Alberta, in the long past, while confusing, throw a side light on the part taken in Canada, by the representatives of the Sovereign, the keystone in our British system of democratic government. On the evening of the 12th September, 1901, their Excellencies, Lord and Lady Minto, with two of their daughters, arrived in Lethbridge. The Governor-General had promised to visit the recently started town of Magrath on the following day for luncheon, and at the same time meet the settlers in that district. That which happens at long intervals, a September snow storm, started during the night. I do not think I ever experienced in "Sunni Southern Alberta" a more vicious, cold and stormy day.

Those who were to accompany Lord Minto met in the Irrigation Company's offices, fully expecting the trip would be called off. Lord Minto however had said he would be there, and that settled it. I remember Superintendent Deane of the N.W.M. Police saying it was cruel to have his men and horses face the elements in such weather. Lady Minto and her daughters had no thought of remaining behind. One of Elliott Galt's sisters (now Mrs. W. Harvey Smith) joined the party.

We reached Stirling by train about noon, from which point we had to travel overland about twenty miles to Magrath. His Excellency, Commissioner Perry, of the N.W.M.P., and Captain Deane rode ahead accompanied by a member of Lord Minto's staff and a couple of policemen. The rest of the party drove in four-horse wagons. We reached Magrath between two and three p.m. Those who had gathered there concluded that Lord Minto would not attempt the trip, however they waited until about two o'clock, and then sat down and bared the table of the specially prepared eatables.

The people did their part as well as primitive conditions in a new settlement would permit. Most of us had to stand around for an hour trying to keep warm, until supplies were collected from neighbours and a second luncheon prepared, which all thoroughly enjoyed. Finally, we started on the third lap of the trip, twenty miles across country direct to Lethbridge. Lord Minto stuck to his horse, which meant that the police officers and their attendants continued to ride, the others concluded to come back to the wagons. The police had brought along two ponies for their Excellencies' daughters, and to my astonishment, when we were about ten miles from Lethbridge, they abandoned the wagons and rode the balance of the trip.

The next incident was five years later, or to be exact on 13th September 1905 a delightful autumn day. Their Excellencies Lord and Lady Grey reached Lethbridge early the previous evening from the Pacific Coast, via the Canadian Pacific Railway. Col's Crow's Nest line, which at that time crossed the St. Mary River at the site of Fort Whoop-Up, and entered Lethbridge from the south. As the Governor-General stepped down to the station platform, the Municipal Council presented him with the usual ubiquitous address of welcome. As his car had been taken down into the railway yard to be turned and refueled he was following the presentation address, taken in to the railway dispatchers' very small office where in a few moments all the standing room was occupied. No one seemed disposed to say anything until Captain A. R. Macdonell, one of the original members of the N. W. M. P. and a retired Superintendent, began to tell Lord Grey some experiences of "the early days." "Paper Collar John," a fine character and affectionately so dubbed by his men in the years long gone by, seemed to have been primed for the occasion. However, he received no encouragement from the Governor-General. After making a couple of further efforts with no success Captain Macdonell standing about six feet from Lord Grey, turned around to the man immediately behind him and said, in a quite audible tone "this is getting d---d morotonous." Lord Grey took no notice of the remark. One of the town fathers then felt it was his duty to relieve the situation and broke out with, "Your Excellency, this is Tom Kevin, and this is Ed Cunningham, and this is Charlie Bowman."

As Lord Grey had promised to visit Cardston, Mr. Naismith General Manager of the Alberta Railway and Irrigation Company and I followed him into his car in order to advise him of the plans that had been made for the next day. He seemed to be quite irritated, saying that he had not crossed the continent to be stuffed with food at luncheons and dinners, but came out to see the country and the people, and we were told in no uncertain language to so advise by "phone" those whom he was to meet on the morrow.

A few years later when I had the privilege of meeting Lord Grey quite frequently, I appreciated what he meant by "meeting the people." He was thoroughly interested in Canada and was keen to know our people. If he thought the man on a load of hay had some definite idea about the country, he would have him down at once in order to learn his views. The humor of this incident was not lost on Lord Grey. Colonel Mackie, meeting him the following winter in Ottawa, remarked that he had just returned from his ranch near Lethbridge. His Excellency, with a smile, at once asked, "how did you leave Tom Kevin?" It should be explained



that in the pioneer days of the West "state occasions" called for a certain amount of liquid refreshment to fortify those who had to take part in them. It at least removed the natural restraint sufficiently to show that the people were not commonplace.

The above incidents reflect even in a slight way that outstanding characteristic of our Sovereign's devotion to the people. It leads me to add that that wonderful tribute from all classes of the people in the British Commonwealth of Nations to our late lamented King George V. was not accidental. It was an evidence of the sincere affection of the people for one who knew no political party, and who gave of his best to all of the people.

When in 1911 I returned to Eastern Canada, a marked difference between the East and the West that impressed me was the unwillingness of men in the former to contribute anything when invited by the host, at say a club dinner, to briefly discuss some important non-political question. I have been present on a few occasions with "prominent men" who were invited to enlarge on some subject for the benefit of some visitor from abroad, but it was useless. In the West, where the men were considerably younger, most of them were keen for such opportunities. Frequently it was quite funny. An evening of that kind would cause some of us to follow up the subject afterwards, and to our benefit. Doubtless the pioneer life had something to do with their courage to expose at times their lack of knowledge. Circumstances in the West still force man to become self-reliant, the breeder of confidence. It must not be assumed that Western gatherings were commonplace, as the frontiers of civilization have always had a fascination for an occasional brilliant mind.

So much for the past, and what of the future? During its active days in the West the theory was that in partially arid territory there was only sufficient water to irrigate fifteen per cent. of the total area. To what extent that theory has since changed, I do not know, but I imagine it still holds good. That led myself and doubtless others to advocate the distribution of much of the water that flows out from the Rocky Mountains and wastes into Hudson Bay, over the plains as far as practicable through a net work of channels for transforming dry lake beds into reservoirs. The practicability of such a vast scheme could not be determined without extensive surveys and the necessity of them was brought to the attention of the government. It is true that surveys were being carried on, but nothing really constructive along the lines suggested was attempted. I am not criticizing anyone, the country was plunging ahead and our overworked Governments had difficulty in keeping even with the day to day problems that confronted them.

Then the Great War came along and we started out to "save the world for democracy." I was as keen about it as anyone else yet after all that hideous slaughter, it seems as if there are some nations today who are looking for what they consider RIGHT by the exercise of MIGHT. However, as probably ninety per cent of humanity craves peace, and with the strenuous efforts that are being put forth to avoid further warfare, I have faith in their ability to succeed.

Meanwhile all countries with their unemployed and other problems are trying to put their respective houses in order, and as for Canada's varied national problems, none in my opinion is more complex than the care of our scattered settlements, especially those on our great western plains. That great area cannot be allowed to go back to a state of nature. The problem has at last forced itself upon us, and it is gratifying that it is receiving the serious attention of competent men. I remember a few of our early cattle ranchers used to talk about our destroying Southern Alberta for that which it was best suited, namely, grazing, and they seemed quite conscientious about it, overlooking the fact that cattle can only graze a few miles back from water. While vast herds of buffalo fed on those plains, they were not a fixture there; they possibly would have been if a good share of those waters passing northward had been moderately distributed over their feeding grounds.

Sometimes I am led to say that the Englishman lives and acts more in conformity with the laws of nature than any other people. He does not attempt to convert the boy into a man overnight. After all, can we improve on the laws of nature? What I wish to emphasize is that we should take a long range view of our major problems for making the most of our natural resources. Fifty years is nothing in the life of a country, and a well planned programme for their development extending over some such period would be one of the best investments Canada could make. I am aware it will call for the use of much money, and that today the expenditures of our various governments are in excess of their revenues, but the ship is righting itself, and the working out of the plan may take fully two or three years.

One of those problems is the preservation of our forest areas. Our provinces with their limited means are trying to cope with it, yet annually millions of dollars of damage is taking place through forest fires. It is pathetic to see the effect of these fires, especially in our mountain areas. The Canadian of today apparently does not visualize our timbered areas of yesterday, otherwise he would awaken to what is really happening in this splendid country.

The truth is we have a country too large for our present population. We need more people but because of the unfortunate condition of many of our people and our agricultural producers, we must not think of giving any serious consideration to that very important problem today. The industrial side of western development, entirely overlooked in the past, is an important part of the problem. I am pleased to note that Brigadier-General Hornby of Lethbridge is persistently calling attention to the land settlement end of Western needs. I have no desire to fill Canada with people, but I hold we need at least five million more for a proper foundation stock to take care of this country. I use that figure because our neighbours were not properly in control of their country until they had fifteen to twenty million people. We should not leave everything to overworked governments. Why should we not, as a people, do some thinking ourselves on these major problems? I appreciate it is not going to be an easy matter to work out some plan for bringing our population up to a figure that we consider we should have in **our own interests**. And it is not fair to expect a dozen of cabinet ministers to increase their responsibilities in these times. Cannot some other agency be brought into such work? Great Britain has a surplus population which she has to support. It surely must be possible to work out some plan in a broad and generous way by which advantages will flow to both countries by a transference of some of that country's population suited for settlement to Canada. This country as well as the other overseas members of the British Commonwealth would have larger populations today had British statesmen in the past possessed more imagination. There was a fairly constant flow of people from those two islands in the North Sea, and governments were so indifferent as to their destination that they would not attempt to influence them in going to what were then known as "the colonies". In 1881 our Canadian High Commissioner in London Sir Alexander Galt brought it to the notice of the public in a striking way. It would have been better for all of the Overseas Dominions today had some attention been given by London to his efforts at that time. This, however, is not intended as a criticism of the English character. They are a great people, and are giving fine evidence of it in these difficult times.

